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GENERAL INSTRUCTIONS
AND
PORT ORDERS,
FOR THE
SQUADRON,
EMPLOYED ON THE
NORTH AMERICAN
AND,
WEST INDIA STATION.

~~~~~  
HALIFAX:

GOSSIP AND COADE, PRINTERS.

1845.



By **SIR FRANCIS WILLIAM AUSTEN**,  
*Knight Commander of the Most Honorable  
Military Order of the Bath, Vice Admiral of  
the White, and Commander-in-Chief of Her  
Majesty's Ships and Vessels employed and  
to be employed on the North American and  
West India Stations.*

The following GENERAL and PORT ORDERS are to be strictly complied with by the Squadron on the *North American and West India Station*.—All former General and Port Orders are to be considered as cancelled, and are to be returned to my Office.

*Given on board the VINDICTIVE, at Halifax,  
this 1st day of July, 1845.*

*The Commodore, respective Captains,  
Commanders, and Commanding  
Officers, of Her Majesty's Ships  
and Vessels on the Station above  
described, and to all others whom  
they may Concern.*

By Command of the COMMANDER-IN-CHIEF.

22975



The North American and West India Station is bounded by the following limits, viz. :—

On the *North*, by the 55th degree of North Latitude.

On the *South*, by the Coast of South America to Cape Orange, the Northern extremity of Portuguese Guiana.

On the *West*, by the Shores of America.

On the *East*, by the 36th degree of West Longitude.

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The following are to be considered as the limits of the "*Jamaica*" and "*Barbados*" Divisions.

*Jamaica*,—including the Space which lies to the Southward of Cape Canaveral and to the Westward of a line drawn from Porto Cabello to the Island of Mona at the West End of Porto Rico, thence due North to the aforesaid Latitude.

*Barbados*.—From Porto Cabello to the Island of Mona round Porto Rico, the Virgin and Carribean Islands, and to the Southward to the Coast of South America as far as Cape Orange, and from thence to the 36th Degree of West Longitude.

VINDICTIVE, at Bermuda, 29th April, 1845.

No. 1.—STANDING ORDER.

I, Sir Francis William Austen, Vice Admiral of the White, and Commander-in-Chief of Her Majesty's Ships and Vessels employed and to be employed on the North American and West India Station, am desirous of partaking in the advantages, with the risks attendant thereon, arising out of the conveyance of Freight of Treasure in any of the Ships or Vessels of the Squadron; and I hereby engage to make good to the Captain or Captains, Officer or Officers, Commanding such Ships or Vessels, respectively, such part of any loss or damage, for which he or they may be liable, in respect to the Gold, Silver, Treasure, or other Articles so carried on Freight, and which he or they respectively shall have actually paid and satisfied, as shall be in proportion to the Share, or Interest, in the said Freight Money, to which I may be entitled.

To the respective Captains,  
Commanders, and Commanding Officers,  
of Her Majesty's Ships and Vessels  
employed, and to be employed, under  
my orders, on the North American and  
West India Stations.

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## GENERAL INSTRUCTIONS.

Article 1.—In my absence, due regard is to be paid to any requisitions which may be made by the Governors, or Commanding Officers, of Her Majesty's Colonies and Settlements, or from Consuls or any other authorized Persons, for co-operation and assistance on any necessary service, whether it be for the protection of Her Majesty's Possessions, or for the benefit of the Trade of Her Majesty's Subjects, or otherwise ; so long as the same does not interfere with, nor infringe, any Instructions previously received ; it being, of course, a general obligation on all Her Majesty's Civil and Military Officers, to afford mutual aid and assistance to each other, in all cases affecting the welfare of the Queen's Service. And, in very urgent cases, where requisitions made by Governors, or other authorized persons, *may interfere* with the Instructions the Ship or Ships are acting under, the Commanding Naval Officer on the spot, must (in the event of my being too distant to refer to), very maturely weigh and consider the relative importance and urgency of any such required service, as compared with that directed by his Instructions ; and he must then act in regard to complying with, or refusing, such requisitions, as his judgment shall point out to be right ; always recollecting the very heavy responsibility he will incur by an infringement of his Commander-in-Chief's Instructions, unless the urgency of the case shall most fully warrant it.

Requisitions  
from Gover-  
nors, Con-  
suls, &c.

Article 2.—The respective Captains and Commanders are required to act in strict conformity to the Admiralty Order of the 8th June, 1818 (a copy of which is annexed, vide Appendix, No. 1), in regard to all armed Vessels which may be fallen in with, hovering about the Station, under Colours of a different Nation from that where they prove to have been fitted out and to have sailed from.

Foreign  
Armed Ves-  
sels.

Great care is, however, to be taken to maintain, on all occasions, the most perfect neutrality, with regard to Powers carrying on regular hostilities.

Foreign  
Islands, &c.

Article 3.—Whenever any of Her Majesty's Ships and Vessels under my Orders may be cruising, or passing, in the neighbourhood of any of the Foreign Islands or Possessions within the limits of this Station, care is to be taken by the several Captains and Commanders not to encroach upon the Territorial Limits or Rights of such Foreign Islands or Possessions, nor to afford in any manner to the nation to which they belong, any reasonable cause of offence or complaint, either by firing at Vessels to oblige them to bring to, and submit to examination within gunshot of the Shores of such places, or by any other infringement or exercise of Force in such positions, not clearly and strictly defensible under international law and general usage.

Foreign Ports

Article 4.—On entering Foreign Ports, every attention is to be shown to the Local authorities, and an offer is to be made to salute the Flag of an acknowledged power; keeping in view however the Queen's Regulations on that subject, which are on no account to be deviated from.—An Officer is to be sent on shore to communicate with the Governor or Person in Chief Command, in order to ascertain the Regulations of the Port, which are to be strictly conformed to; and the Captain himself is never to omit the customary attention of waiting upon the Governor, or Chief Authority, and Admiral or Commanding Naval Officer, if there be one.

During the time a Ship may remain in such Foreign Port, especial care is to be taken to avoid all possible cause of offence or dissatisfaction to the Official Authorities; or the Inhabitants of the place so visited, and to show all due deference to the established Rights, Customs, and Regulations, of such place; and on being about to depart from the Port, intimation is to be given of the intention to sail.

Foreign Ports

Article 5.—Ships of War are not authorized, whilst lying in the Ports of a Foreign Country, to harbour persons (although they may be British subjects) seeking refuge on board, in evasion of, or resistance to, any process of the Laws of the Country to which they may be amenable, by reason of their residence therein, or of acts committed by them there; such persons being liable to be taken by due

process of Law of such country ; and Officers are to keep in mind this recognized principle, in all applications which may be made to them on behalf of individuals so circumstanced.

Article 6.—It having happened that British Merchant Vessels have been forcibly employed in some Foreign Ports for the conveyance of Troops, and for other warlike purposes, the respective Captains are directed, on learning that any British Vessels are so circumstanced, within their reach, to remonstrate with the Governor or other Chief Authority, and to insist on their immediate release.

Article 7.—In visiting Foreign Ports, the respective Officers will endeavour to ascertain whether any British Merchant Seamen are confined in the Gaols there, and if so how they are treated ; and should any favourable circumstances appear in their cases, a representation thereof is to be made to the Governor of the place, in the hope of procuring their liberation.

Article 8.—As it is of importance that the Crews of Her Majesty's Ships should be kept in as effective a state as possible, every opportunity is to be taken of filling the vacancies which may occasionally occur in the Squadron. Volunteers for General Service (who must however be able Seamen) may also be entered.

Article 9.—The respective Captains and Commanders are to observe much caution in receiving Men from Foreign Vessels, who may represent themselves, or be reported, as Deserters from Her Majesty's Navy ; but if any British Seaman, serving in a Foreign Vessel, should arrive on board one of Her Majesty's Ships, and demand the right to enter Her Majesty's Service, and shall when he entered on board such Foreign Vessel have stated that he was a British Seaman, he is entitled to be received and protected, notwithstanding any contract or agreement he might have entered into with the Commander of such Foreign Vessel.

It is however to be distinctly understood that Her Majesty's Officers are not authorised to send on board a Fo-



reign Ship to take from her any British Seaman against the will of the Foreign Commander ; nor in the case of a British Seaman *having found his way on board* one of Her Majesty's Ships, and having been received into the Service, are they authorised to insist on the payment of Wages or delivery of clothes to such Seaman against the will of the Foreign Commander ; he (the Foreign Commander) having full right to take on the spot his own view of the forfeiture he deems the Seaman to have incurred (according to the Laws of the Country to which the Vessel belongs) in consequence of his breach of Contract by leaving her ; and if the Foreign Commander acts unjustifiably in that respect, he can be sued for reparation on his return to such country ; but Her Majesty's Officers have no right to interfere with him regarding it, nor indeed to go on board the Foreign ship against the will of the Commander, for any such purpose.

The several Captains, Commanders, and Commanding Officers, must therefore whilst affording the authorized protection to any acknowledged British Seaman arriving on board one of Her Majesty's Ships, anxious to return to his Allegiance to his Sovereign, be most careful not to molest or interfere with any Foreign Vessels or Authorities, so as to give the slightest ground for offence or complaint on any of the points before alluded to.

The following Instructions to Her Majesty's Consuls on the subject of the protection to be afforded to British Seamen, is also made known for the information and guidance of the Captains, Commanders, and Commanding Officers of the Squadron.

A British Consul cannot legally take any steps on behalf of Seamen who have adopted the American or other Foreign character in their engagement with the Master of a Vessel, and such Seamen must abide by their Contract and by the character which they have chosen therein to assume.

Seamen cannot put an end to their contract against the will of the Master, except under the circumstances mentioned in the foregoing Instructions, and consequently a British Consul is neither required nor authorized to assist Seamen in the accomplishment of such an endeavour.

In the event of a Foreign Shipmaster maltreating a British Seaman who is serving under him, the British Consul would be entitled to claim the interference of the local authorities, either for the protection of the Seaman or, if necessary, to procure his discharge from his contract. If, however, the treatment complained of by a Seaman is sanctioned by the Laws of the Country, and by the Laws of the Service to which the Ship belongs, a British Consul is not authorized officially to take any steps on behalf of such Seaman.

Article 10.—Representations having been made of the injurious effects which have occurred to British Merchant Vessels on distant Stations, from the reception on board Her Majesty's Ships, of men belonging to such Vessels volunteering for Her Majesty's Service, in cases where the Masters were unable to supply their places, and where such reception left the Vessels with an insufficient complement to finish the Voyage; the several Captains and Commanders of the Squadron are most positively directed not to receive from a Merchant Ship any Seamen, so as to leave her in distress, or too weak-handed to prosecute her voyage; nor to send on board Merchant Ships to ask or entice men so to quit them; it being the duty of Her Majesty's Officers to give every assistance and protection to the trade of the Country, rather than to impede or obstruct it.

Volunteers.

Merchant  
Seamen.

Her Majesty's Officers are not authorized to go beyond expostulation and advice in their interference in any disputes that may arise between Masters of British Vessels and their Crews, without the sanction of the constituted authorities of the place.

Article 11.—Volunteers for Her Majesty's Service are not to be received from the Royal Mail Steam Packets, if those Vessels would thereby be reduced in complement of Crew, &c., lower than is hereunder specified, viz:—

Volunteers  
from Mail  
Steam  
Packets.

## CREW.

## ENGINEER DEPARTMENT.

3 Mates

5 Engineers

1st, 2nd, &amp; 3rd.

1 Boiler Maker

|                      |                       |
|----------------------|-----------------------|
| 3 Warrant Officers   | 1 Blacksmith,         |
| viz. Boatswain,      | 12 Firemen,           |
| Gunner, &            | 12 Coaltrimmers.      |
| Carpenter,           |                       |
| 1 Surgeon            |                       |
| 1 Purser             | STEWARD'S DEPARTMENT. |
| 1 Purser's Steward   | 4 Stewards            |
| 1 Ship's Cook        | 4 Waiters             |
| 18 Quarter Masters & | 1 Butcher             |
| able Seamen          | 2 Saloon Cooks        |
| 1 Captain's Servant  | 1 Baker               |
| 1 Cooper.            |                       |

## SCHOONERS.

|             |
|-------------|
| 2 Mates     |
| 1 Boatswain |
| 1 Carpenter |
| 1 Cook      |
| 10 Seamen   |
| 1 Steward.  |

Seamen's Register Tickets

Article 12.—With reference to the Act 7 and 8 Victoria, Chapter 112, for the Registration of Seamen, the Commanding Officers of Her Majesty's Ships under my orders are to take charge of the Registry Tickets of Seamen, on their entry, in the same manner as they now do of their Certificates; and in the new Muster Books about to be issued there will be an additional Column, in which is to be entered the Number of each man's Ticket opposite his Name; and the Commanding Officers will be supplied with Register Tickets, to be given to such Men as are not already possessed of them, with Instructions as to the manner of disposing of them.

Volunteers from Merch't Vessels.

With respect to Men volunteering from Merchant Vessels, and to the wages which may be due to them, Officers will be guided by the following copies of Clauses 50 and 51, of the above mentioned Act:—

“L. Provided always, and be it enacted, That  
 “nothing in this Act, or in any agreement contained,  
 “shall prevent any Seaman or Person belonging to any  
 “Ship or Vessel whatever, from entering, or being re-  
 “ceived, into the Naval Service of Her Majesty; nor

"shall any such Entry be deemed a Desertion from the  
 "Ship or Vessel, nor shall such Seaman or other Person  
 "thereby incur any Penalty or Forfeiture whatever, ei-  
 "ther of Wages, Clothes, or Effects, or other Matter or  
 "Thing; and no Master or Owner shall insert, or intro-  
 "duce, or permit to be inserted, or introduced, into any  
 "Articles or Agreement, any Clause, Engagement, or  
 "Stipulation, whereby any Seaman, or other Person,  
 "shall or may incur any Forfeiture, or be exposed to  
 "Loss in case he shall enter into Her Majesty's Naval  
 "Service; and if inserted, the Clause, Engagement, or  
 "Stipulation, shall be void; and the Offender shall  
 "thereby incur a Penalty of Twenty Pounds."

"LI. And be it enacted, That when any Seaman  
 "shall quit any such Ship or Vessel, as aforesaid, in or-  
 "der to enter into Her Majesty's Naval Service, and shall  
 "thereupon be actually received into such Service, not  
 "having previously committed any Act amounting to  
 "and treated by the Master as Desertion, he shall be en-  
 "titled immediately upon such Entry to have his Regis-  
 "ter Ticket, and all his Clothes and Effects, on board  
 "such Ship or Vessel, delivered to him, and to receive  
 "from the Master the proportionate amount of his Wages  
 "up to the period of such Entry, to be paid either in  
 "Money or by a Bill on the Owner; all which Register  
 "Ticket, Clothes, Effects, Money, or Bill, such Master  
 "is hereby required to deliver and pay to him accord-  
 "ingly, under a Penalty of Twenty Pounds for any refu-  
 "sal or neglect, to be recovered with full Costs of Suit  
 "by such Seaman; but in case the Master shall have no  
 "means of ascertaining the Balance, he shall make out  
 "and deliver to such Seaman a Certificate of the period  
 "of his Service, and the Rate of Wages he is entitled  
 "to, producing at the same time to the Commanding or  
 "other Officer of Her Majesty's Vessel, the Agreement  
 "with the Seaman; and every such Master, upon the  
 "delivery of such Register Ticket, Clothes, and Effects,  
 "and the settlement of such Wages in manner herein  
 "mentioned, shall receive from the Officer in command  
 "of the Vessel into which the Seaman shall have enter-  
 "ed, a Certificate of such Entry, endorsed on the Agree-  
 "ment, and signed by the said Officer, which such Offi-  
 "cer is hereby required to give."

Volunteers  
period of ser-  
vice in differ-  
ent Ships.

Article 13.—All men who may volunteer for Her Majesty's Service on this Station, are to be informed that if they wish to join the Schooners, the period of their Service will be eighteen months, or if they join the Imaum, it will be for three years, at the end of which time, or as soon as they can be replaced by other men, they will (if they desire it) be sent home by the earliest proper opportunity; but if they volunteer for any other Ship, they will return in her to England when that Ship may be ordered thither.

Permanent  
Supernumer-  
aries.

Article 14.—Permanent Supernumeraries, when allowed to be borne in any of Her Majesty's Ships or Vessels, are to be entered on a List separate from other Supernumeraries for Wages, in the Body of their Books, and the number borne is to be shewn (separating the Men from the Boys), in the Muster Table separately; describing them in all cases as "Permanent Supernumeraries."

Punishment  
on Sunday.

Article 15.—No corporal punishment is to be inflicted on Sunday, except under such circumstances as may render its postponement detrimental to Her Majesty's Service.

Surveys on  
Officers.

Article 16.—In all applications from Captains of Ships for a Survey on any Officers, it is to be particularly stated that *ill health* is the *sole cause* of such application.

Applications  
for discharge  
of Officers.

Article 17.—Every application for the discharge of any Officer whatever, is to be accompanied by a Certificate from the Captain of the Ship in which the Applicant for his discharge may be serving, as to the general conduct of such Applicant whilst serving under his command, together with a statement from the Captain that, to the best of his belief, the reason assigned by the individual for requesting his discharge is correct, and that he sees no objection to the request being complied with; and it is to be understood that when Officers are permitted to return home at their own request, they will be placed on half-pay from the date of quitting their Ships, and no expense will be allowed for their passage to England.

Article 18.—On Commissioned or Warrant Officers joining the ships to which they may have been appointed, they are to be required to produce their Commissions or Warrants.

Commissions  
and Warrants  
Production of

Article 19.—Captains and Commanding Officers when detached from my Flag, are not, under any circumstances, to appoint acting Lieutenants, but they are at liberty to appoint a Mate in charge to the Vacancy of a Lieutenant. A Mate in charge is to take rank and precedence of all other Mates, so long as he holds the appointment, and he will share Prize Money with the Lieutenants, but he is not to be removed from the Mess to which he belongs; such Mate in charge is, if possible, to be selected from the Mates of the Ships in which the vacancy occurs, and will be considered as one of the established number of Mates allowed to the Ship in which he is serving.

Mates in  
charge.

Article 20.—Mates and Assistant Surgeons are to receive the same salute and respect as are paid to the Subalterns of the Army.

Mates and  
Assistant  
Surgeons.

Article 21.—Acting Gunners, Boatswains, and Carpenters, are never to be appointed, but in all cases of such Vacancies, the Stores are to be placed in the charge of the Master, or the Second Master, where there is no Master.

Acting War-  
rant Officers.

Article 22.—The Death or Vacancy, and the cause thereof, of any Commissioned, Subordinate, or Warrant Officer, which may occur in any of the Ships under my command, is to be reported to me as soon as possible.

Deaths and  
Vacancies.

Article 23.—The address of any Mate, Second Master, or Subordinate Officer, who may be discharged from Her Majesty's Ships without intending finally to quit the Service, is to be reported to me.

Mates, &c.,  
addresses.

Article 24.—Every precaution is to be taken for the General Health of the Crews of Her Majesty's Ships, and when Men are recovering from sickness, they are to be

Health of  
Crews.

excused from duty as much as possible, until they are perfectly recovered.

Deputy  
Inspector.

Article 25.—It being the duty of a Deputy Medical Inspector frequently to visit the Ships of the Squadron and enquire into the state of the health of the Ship's Companies, and the treatment of the Sick.

The Deputy Inspector from my Flag Ship is accordingly to have every facility afforded him during his occasional visits to the respective Ships, and the Surgeons of the Squadron are to be directed to forward to that officer a Weekly Report, agreeably to the form in the Appendix No. 2, every Saturday morning when in harbor; and when not in Company the Weekly Return is still to be made out on that day, and forwarded as opportunities may offer. To enable the Deputy Inspector more readily to make up the Reports required of him by his Instructions, the Medical Officers in charge are to be instructed also to forward to my Flag Ship, addressed to the Deputy Inspector, Duplicates of the usual Nosological Returns, which are always to be made up to the end of every quarter, viz., on the 31st March, 30th June, 30th September, and 31st December, in order that the same period may be embraced in all parts of the Station.

Invalids.  
Survey and  
Discharge.

Article 26.—The Surgeons appointed to attend on Surveys for invaliding are to be very particular in the examination of men who may be surveyed for rheumatism, in order that none may be invalided for that complaint who are not proper objects; specifying on the invaliding Ticket the nature and particulars of the complaint, so as to enable the Lords Commissioners of the Admiralty to judge of the propriety of allowing them a pension.

On every invaliding Ticket it must be stated whether the disease or hurt for which the man is invalided was or was not contracted in the Ship from which he is discharged.

An additional note is also to be made upon the Ticket of any man that shall appear to be invalided in consequence of complaints contracted previously to his having entered the service.



Article 27.—Opportunities are to be taken advantage of as they may offer, without inconvenience to the Service, to clear, clean, and whitewash, the Holds, at reasonable intervals of time (say twice a year if the service admits of it), but when it is done (especially for the first time after arrival within the Tropics) the following precautions are to be adopted :—The Hatches are to be left open, and wind-sails let down the Hold for some time before any thing is moved. The Centre Casks or Tanks are then to be hoisted up, and the men are to leave the hold for an hour at least, the wind-sails being left in the space opened, after which, if there should be no indication of an injurious quantity of foul air, still remaining, the process of clearing the hold may go on—care being taken that the wind-sails are kept down as much as possible whilst the work is going on in the hold, and during the whole time the people may not be at work in it.—Fires in the Stoves should also be placed in the Hold as soon as sufficiently cleared ; and should be continued there from time to time until the restowing commences, in order that the timbers may be well dried, as well as cleaned, and twenty-four hours should elapse, if it can be allowed, after the Hold shall have been properly cleaned and whitewashed, before the re-stowing it is commenced.

Holds.

Article 28.—When detached from my Flag, all Captains and Commanders are to be particularly careful to act in strict conformity to Art. 56, Page 89, of the Naval Instructions, and the characters in the Telegraph Book may be used should there be any probability of their communication falling into improper hands :—A list of the Returns required from a Ship on detached service, is subjoined in the Appendix No. 3 ; and they are to be transmitted by every favourable opportunity.

Detached Service.

Article 29.—Attention is at all times to be paid to keeping the Log Books of H. M. Ships and Vessels, and to their being properly filled up, the Bearings and Distance of the Land in sight, and the Soundings should be inserted ; and when a more detailed account of the Weather would be useful, it is to be mentioned in Words, and in all cases the direction of the Wind is to be inserted instead of using the word "*variable*."

Log.



The Master or Officer in charge of the Log Book is always to insert in the proper Columns, the Course and distance as given by the difference of the Latitude and Longitude by observation, and not by dead Reckoning, and to mark the difference between the Course and distance shewn by Dead Reckoning, and observation, usually inserted under the name of current. The Column for the Bearing and Distance at Noon is always to be filled up.

When an observation for the variation of the Compass is taken, which is to be done daily, if possible, it is always to be inserted, and if no observation has been obtained for several days, the variation allowed is to be marked and also the Longitude shewn by Lunar observation which should be frequently taken, not only as a check to the Chronometers, but as Exercise for the Mates and Midshipmen.

If the Officer in charge of the Log Book should find that any necessary or useful remarks are omitted in the Log Board he is to apply to the Officer of the Watch, or to the Captain if necessary, that such observation may be inserted, in order that the Log Book may contain an account of all the occurrences which have taken place, as well as of the Wind and Weather, and the Ship's reckoning.

Care is likewise to be taken that the particulars of all Crimes and Punishments be fully inserted; and of the Ammunition expended in Exercise.

The Copy of the Log transmitted to me is to contain Harbour as well as Sea Log, and it is always to be compared with the Log Book to ensure its having been correctly copied.

Variation of  
the Compass.

Article 30.—For the advancement of Hydrographical and General Science, the Commanding Officers are to take care that the Masters of their respective Ships avail themselves of every opportunity, (daily, if possible,) for observing the Variation of the Compass, both by azimuth and amplitude, as well *in Harbor* as at Sea, and that a Record be kept of the results in the form No. 4 of the Appendix, of which I am to be furnished half yearly with a duly certified Copy, made up to the 30th June and 31st December.

Article 31.—On all occasions of Her Majesty's Ships and Vessels being towed by one of H. M. Steam Vessels out of Harbour, one Pilot only is to be employed, but he is to be paid according to the rate of the larger Ship.

Pay of Pilot.

Article 32.—Where the Latitude or Longitude of a place is found to differ from the Admiralty Charts, or in the event of any object being discovered which is not laid down in those or other Charts, it is to be specially reported to me, with every information which has been obtained on the subject.

Latitude and Longitude in Admiralty Charts.

Article 33.—A Return according to the Form No. 5 of the Appendix, carefully filled up, is to be transmitted for the information of the Lords Commissioners of the Admiralty, by the Commanding Officers of Her Majesty's Ships, at the same time with their Remark Books.—Those passages only are to be noted in this form which are made *direct*, and the number of days which were occupied by extra or accidental Service, are to be noted in the column of Remarks.

Passage Return.

Any observations on the prevalent Winds or Currents are also to be inserted in the column of Remarks, as well as any other useful information on the subject which has been the result of experience and reflection. This return will also form one of those to be forwarded to me from Her Majesty's Ships and Vessels when detached from my Flag.

Article 34.—During the Hurricane Season (that is from the latter end of July until the end of October) the Ships of the Squadron when employed to the southward of  $38^{\circ}$  North Latitude, are to be prepared to strike lower Yards and Topmasts, and on any appearance of bad weather, at sunset, the Studding-sail booms are to be got off the Yards, the Top-gallant-masts are to be struck, the Flying Jib-boom and Sail got within board, the small sails out of the Tops, and the Gaff lowered down; and should the Barometer, or appearance of the Atmosphere, indicate the approach of a Hurricane, the Fore-runners and Tackles are to be got up ready to be taken to the night-heads, and every thing to be taken off

Hurricane Season.

the Bowsprit unconnected with its support, the Topgallant-masts and Rigging, got on deck, and where there is sea room for drifting or scudding, the lower yards to be lowered down and secured, and if possible the Topmasts to be struck, as the lower masts are seldom saved if the Topmasts be not struck or carried away ;—and as the Sails generally blow loose and to atoms, they should be well secured, or if time admits they should be unbent ; the Shot on deck, Tube Boxes, Powder Horns, and all articles liable to break loose or to be damaged, are to be sent below, the guns should be double breeched or the carriages cleated, the Hatches well battened down, the Dead-lights shipped, the Chain Pumps rigged, and the Man-ropes placed fore and aft on both main and quarter decks. When in Port the Topsail Yards are to be sent down, the lower yards got fore and aft within the Rigging, and additional Anchors, if the situation render it advisable, are to be laid out for the better security of the Ship.

Letters.

Article 35.—All Correspondence from the Authorities or Individuals of Foreign Nations, which it may be necessary to forward for my information, is to be sent in Original.

In dating Official Letters “at Sea,” the Latitude and Longitude, or the bearing and distance of the nearest Land, is invariably to be noted.

*Covering Letters* are always to be written on whole sheets.

Despatches  
by R. M. C's.  
Packets.

Article 36.—Admiralty Agents of the Royal Mail Steam Packets, having been instructed by the Lords Commissioners of the Admiralty to give a receipt for any Despatches sent on board the Contract Mail Packets, for me, or the Senior Naval Officer at any places in their Route, and the Admiralty Agents, having also been desired to deliver such Despatches personally, or in the speediest and best manner in their power, Officers will not fail therefore to deliver all such despatches to the Admiralty Agents, instead of passing them through the Post Office. And when in the situation of Senior Officer at any of the Ports, they are to avoid as far as possible any other interference with the Admiralty Agents.

Article 37.—The Greenwich Hospital proportion of Freight on Treasure, carried by H. M. Ships and Vessels under my orders, on Merchants' account, is to be in future paid to the authorised Agent of the Hospital at Kingston, Jamaica, accompanied with an account showing how it accrued, agreeably to the established form for Freight Returns. Freight.

Article 38.—Officers are not to constitute themselves Judges of their own claims to Freight by deducting from Treasure belonging to the State, such sums as they suppose themselves entitled to, but it is to be observed that all claims for Freight of Public Treasure are to be submitted to the Lords of the Treasury, for such orders as may appear to them to be required. Freight. Public Treasure. Claim on.

The Regulations contained in the Admiralty Circular Order of the 4th June, 1821, granting an allowance for Treasure deposited on board Her Majesty's Ships for *Custody only*, as if such a deposit were a conveyance from one place to another within the same stations, are not to be considered as applying to Public Treasure, but to Treasure belonging to Private Individuals only.

Article 39.—Every caution that circumstances will admit of is to be taken to ensure correctness and security in receiving Public Treasure on board Her Majesty's Ships and Vessels. Freight. Caution in receiving, &c

Article 40.—Commanding Officers proceeding to the Gulf of Mexico, are prohibited from conveying Specie off in their own Boats, and they are not to receive any Specie unless it be accompanied by a Custom House Certificate, shewing that the legal duties have been paid upon it, and if any Officer be implicated in any smuggling transaction with respect to the Shipment of Specie, he will incur the serious displeasure of Her Majesty's Government. Treasure. Shipping according to the laws of the Country.

Boats' Crews are not to be sent ashore armed, in any places in the Mexican Territory, where there may be sufficient Government Authorities to ensure the due safety of the Boats and Crews.

Article 41.—Treasure which may also be offered for shipment on the Coast of New Granada, or at other places, is not to be taken on board Her Majesty's Ships and Vessels, unless it passes through the Custom House, or is shipped according to the Laws and Regulations of the Country.

Presents.

Article 42.—Officers employed on any part of this Station under my Orders where the practice of making presents prevails, are never to receive any without reporting the circumstance to me.

Private Property.

Article 43.—Private Property is on no account to be shipped in Transports hired for Government Service.

Deserters.

Article 44.—When it may be necessary to send on shore to search for Deserters, an Officer and steady men are to be selected for that service, who are to be cautioned against committing any act in the execution of their duty, which can have the effect of disturbing the Public Peace.

Courts Martial.

Persons liable to.

Article 45.—Persons charged with Offences for which they are liable to be tried by a Court Martial are not to be sent to the Commander-in-Chief without being accompanied by the necessary witnesses and documents to prove the charge.

Marshalsea Prison.

The Marshalsea Prison having been discontinued by a recent Act of Parliament, every person who may in future officiate as Judge Advocate, is therefore to be apprised, that whenever offenders are adjudged to imprisonment, by Naval Courts Martial *abroad*, the Sentence shall purport that they are to be imprisoned in such Gaol as the Lords Commissioners of the Admiralty shall direct.

Signal Posts.

Article 46.—A good look-out is to be kept on the Signal Posts, and the Signals made from them are to be answered and obeyed. Should a gun be fired from them, a ship going out is to stand back again until she can make out the Signal. On approaching a Signal-Post the distinguishing Pendants or number, are to be shown and kept flying until answered, or sufficiently long to ensure their

being recognised ; and, on being hailed, particularly during the night, or in a Fog, a distinct answer is to be given.

Article 47.—The Lords Commissioners of the Admiralty having directed that the Questions on Naval Gunnery issued on the 19th October, 1840, are to form part of the Examination of Midshipmen for the rank of Lieutenant, a Certificate will be given to such only as shall answer and understand the several points to which these Questions refer. The date at which each Midshipman received these Questions is to be stated upon all Certificates of Servitude or Conduct which are given to the Midshipmen by their respective Captains as, after being six months in possession of them, each Candidate will be expected to answer them.

Exercise of  
Great Guns.

The Examination on these Questions is to be carried on on board the Excellent, and no Candidate for Examination is to be permitted to present himself at the College unless he produces a Certificate from the Captain of the Excellent that he is qualified in Gunnery, in addition to the usual Certificate that he is qualified in Seamanship.

The examination above alluded to, will be held on board the Excellent on the 2nd Monday after the 2nd Wednesday in the Month.

Article 48.—When a Ship is ordered by signal or otherwise to take the Guard, the Officer of the Guard is to attend to the following Instructions:—

Officer of  
Guard.

Not to bring any Vessel to, until within the Port or Harbour, nor to board until he has ascertained the state of the health of the Crew.

If sickly or subject to the Quarantine, no communication whatever is to be permitted until visited by the Health Officer, and he is to desire the Vessel to anchor in such position as to ensure no evil arising from any contagious disease prevailing on board.

He is to offer to the Commander of a Foreign Vessel of War arriving, any assistance he may require.

He is to take care that no shore boats make fast to the Buoys of Her Majesty's Ships, or lie alongside the Tank Vessels, small Craft, or Boats.

He is to be very particular in gaining all the intelligence

Officer of  
Guard.

of interest he can collect from the Ships arriving at the Port, whether they have fallen in with any Vessels of War, British or Foreign; the time and place of their having done so; whether they have been boarded or molested in the voyage; with all the particulars, time, place, &c. If the Merchant Vessel should be from a Port belonging to Mexico, Central America, New Granada, or from the Island of St. Domingo, the state of the country, at the time of her quitting, is to be ascertained, if possible, and if he should obtain any intelligence of importance, he is immediately to report it to me, or the Senior Officer present. He is to board the Contract Steam Vessels which may arrive, and after receiving any Public Despatches, he is to be particular in learning when they will again leave the Port, which he will immediately report to me or the Senior Officer present; and if in the West Indies, he will also ascertain what Mails are on board; and if any irregularity has taken place in the arrival of the Mails from England, the cause of it, with the name of the Steam Vessel expected to have brought them out.

No other boat from the Squadron than that rowing Guard, or belonging to the Flag Ship, is to board Vessels on their arrival.

The officer of the Guard is not to be under the rank of a Lieutenant, unless in small Vessels commanded by Lieutenants, &c. He is to board all Vessels, and not to depute any part of his duty to an inferior.

The Officer of the Guard, as well as any Officer who may be sent to board Vessels at Sea, is always to be in his proper Uniform. On detecting any Vessel having Contraband articles, she is to be detained, and the circumstance reported to the Principal Officers of the Customs.

A Copy of these Regulations, relative to rowing Guard, is to be posted in the front of the respective Boarding Books of the Squadron.

Captain of  
Ship having  
the Guard.

Article 49.—On Mondays and Fridays the Captain of the Ship having the Guard, is to visit the Naval Hospital in the course of the day, and examine into the condition of the Patients with regard to their comforts, diet, bedding, &c., stating at the foot of the Report of Guard, that he has done so, and the nature of any complaint which may have been made to him.



Article 50.—White Trousers may be worn in the Uniforms warmer parts of the Station, Winter or Summer.

A Uniform Jacket, and a round Hat with a cockade and loop, or the prescribed Cap, may be considered by Officers as undress uniform on shore, when not on duty.

Article 51.—With a view to marking the exact time whereby the Ships of Her Majesty and Merchant Vessels may correct the rates of their Chronometers, the Senior Officer in Port is always to cause a Ball to be hoisted five minutes before twelve o'clock, to be repeated by any Ship in Company, which is to be hauled down at the precise moment of Noon. 12 o'clock marking.

Article 52.—A list of the Periodical and other Returns required for the information of the Lords Commissioners of the Admiralty, and of the Commander-in-Chief, will be found at No. 6, of the Appendix; and Officers are required to cause great attention to be observed in their being correctly made out, and delivered or transmitted to me through the Senior Officers of the respective Divisions of the Station, at, or as soon after, the prescribed periods as may be; and the respective Senior Officers will take care that the said Returns are correctly made out previous to forwarding them. Periodical Returns.

The Commanding Officers of Ships supplied with Anchors of Messrs. Porter's construction, are to cause the state of the Bolt and Forelock securing the same, to be frequently examined; and a Report thereof is to be transmitted to me with the periodical Return of the condition of Chain Cables. Porter's Anchors.

The words "Gunnery Officer," are to be inserted in the Quarterly Periodical Sheet in *Red Ink*, against the name of each Commissioned Officer who shall have been sent from the Excellent for the purpose of instructing the Officers and Ship's Company. Gunnery Officer.

The Lords Commissioners of the Admiralty having observed that very few of the Ships practice Shell firing, although Shells for that purpose are supplied; also that few of the Ships having short practice Guns on board report the result of such practice; and as their Lordships consider it most desirable that the Crews should be exer- Shell Firing.  
Short Prac-  
tice Guns.

cised both in Shell and short practice firing, the strictest attention of the Commanding Officers is called to Art. 21, Page 61, of the Admiralty Instructions, and the respective Columns of the Form of "Progress in Gunnery Exercises," are to be carefully filled in.

**Muster Books  
&c.**

**Transmission**

Article 53.—Great inconvenience having arisen from the want of regularity in transmitting the Muster Books and Periodical Returns for the different Departments, the respective Captains and Commanders are to cause all such Returns to be delivered in due time to the proper Officers, that they may be sent to England at the prescribed periods; and a report is to be made to me when they have been delivered, which is always to be done twenty four hours before the Mail closes for England.

**Time of  
lodging Re-  
turns, &c.**

Article 54.—When in the presence of my Flag, all papers and returns requiring my notice, are to be lodged at my Office by half past 9 a. m.

**Order Book.**

Article 55.—On Ships and Vessels of the Squadron meeting each other at Sea or in any Port, the Commanding Officers are to compare their respective Order Books, and to copy such Orders as may have been issued subsequently to the date of the latest they are in possession of.

**Foreign Men  
of War.**

Article 56.—The respective Captains and Commanders are to furnish me with a report, by every proper opportunity, of the number, description, and distribution of all Foreign Vessels of War, in the form provided in the Appendix, No. 7.

**Courts Mar-  
tial on Offi-  
cers.**

**Cheering.**

Article 57.—Some instances having occurred in which the results of Courts Martial on Officers were received by the Crews of Her Majesty's Ships to which the Officers belonged with cheers, and as such demonstrations must, if permitted, prove highly detrimental to the discipline and efficiency of the Service, the respective Captains and Commanders are strictly cautioned to prevent such improper and irregular conduct in future.

**Disgraced  
Men.**

Article 58.—Men discharged with disgrace are never to be sent home in the Contract Steam Packets.

Article 59.—All Naval Officers on full pay, who may be ordered passages at the Public Expense in Naval Transports or Packets, will be liable to an abatement of 3s. 6d. a day towards their mess, as is the case with Army Officers; but Mates and others not entitled to mess with Lieutenants will be charged 1s. 6d. a day only.—But all Officers taking passages in Transports or Freight Ships, are to form a mess for themselves when it is practicable to do so (in which case no deductions will be made from them) in preference to their being messed by the Masters of the said Ships.

Passages of  
Officers in  
Transports.

Article 60.—An Officer of Her Majesty's Navy is not justified in removing a Merchant Ship which has taken a foul berth near his Ship, in the Harbour of a Colony. It may be a breach of the Maritime Law to take a foul berth; but the Admiralty Lawyers do not find any instance of proceedings in the Admiralty Court when no damage has been done, but if damage arise, then the party doing it is answerable for it.

Merchant  
Vessels  
taking up a  
Foul Berth.

Article 61.—The following Regulations established by the Admiralty respecting Naval Officers opening Mail Bags, are to be carefully attended to, viz:

"In any Port in an English Colony the Mail Bags should only be opened at the Post office, on an application to the Governor, from the Naval Officer in Command, and under the Governor's written authority," and

"In any Foreign Port the Bags should only be opened at the Office of the Post Office Agent."

"If the Naval Officer in Command should fall in with the Packet at Sea, and should deem it necessary for the purposes of the Public Service that the Bags should be opened, it should be done by the Admiralty Agent only, who should be held responsible that this delicate duty is performed in his own Cabin, and that the Bags are afterwards properly secured,—and further that the order requiring such an extreme measure should be forwarded to the Post Office, for the information of the Post Master General."

Article 62. Men granted leave are always to return on board their respective Ships before Sunday, and no leave is to be granted on that day but to those who are likely to conduct themselves in a sober and orderly manner.

ays to return  
nday, and no  
hose who are  
and orderly

## SLAVE TRADE.

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Article 1.—The strictest attention of the respective Captains and Commanders is called to the different Treaties, Conventions, Acts of Parliament, and Instructions, with which they are supplied, and to the nature of the duties assigned to them in the suppression of the Slave Trade; and to the importance of their using on the one hand the most zealous exertions for carrying into full effect the objects of the Governments in concluding the several Treaties and Conventions, for putting an end to the Traffic in Slaves; and, on the other hand, of their observing the greatest care and vigilance not to exceed the Provisions of the Treaties, and Conventions, and Instructions, and not to afford to Foreign Subjects or to Foreign Governments, any just cause of complaint in regard to their proceedings in the exercise of the power entrusted to them.

Nature of  
Duties.

Article 2.—As the Stipulations of the Treaty with Portugal require that information should be given to the Portuguese Government of any change that may be made in the Commanding Officers, and in the Officers *Second in Command* of the Ships, supplied with the Instructions under the said Treaty—the Commanding Officers are to communicate to me without delay any such change that may take place.

Change of  
Commander  
or Second  
Officer.

Article 3.—A report is to be transmitted to me, by every opportunity, of all Foreign Vessels visited or detained by the Commanding Officers, having detailed therein the circumstances which induced them to visit such Vessels, and afterwards to release or detain them as the case may be.

Vessels visit-  
ed or detain-  
ed.

Article 4.—The Commanding Officers of the several Cruizers are to be very careful in the preservation of the Foreign Slave Trade Warrants with which they may be furnished; and as it is necessary that all such Warrants

Slave War-  
rants.

Change of  
Commanders,  
Or Station,  
To be re-  
turned.

should be *personally* addressed to the Officers actually in command of Her Majesty's Cruizers, it is my direction that whenever the Commanding Officer of any Vessel may be changed, or if the Vessel should be removed from the Station (except to return to England), the Warrants supplied to her from the French Government or other Foreign Powers, be returned to me, with all papers connected therewith.

Vessels  
boarded.

Article 5.—A Return showing the names and descriptions of all Vessels boarded on suspicion of being engaged in the Slave Trade, is to be forwarded to me Quarterly, with the other Periodical Returns.

Capture of  
a Slaver.

Article 6.—When a Slave Vessel with Slaves on board is captured, the Capturing Officer is to send a Commissioned Officer on board to examine the state of the Vessel and Slaves, and to make a special report thereupon; and every arrangement is to be made to prevent unnecessary suffering on the part of the Negroes confined on board, either by removing a portion of the Slaves on board the capturing Ship, (which he is empowered to do by the several Slave Treaties, when it appears necessary for the preservation of the lives of the Slaves, or from any other consideration of humanity, or for the safety of the Prize Crew), or by such other arrangements as may be considered necessary, and may be compatible with the safety of the Vessel and Crew.

Arrange-  
ments.

Blankets and  
Medicines.

A supply of Blankets for the sick among the Slaves is also to be sent, as well as some Medicines, to be used in cases of emergency; and an account of the value of the articles supplied is to be forwarded in the Prize, in order that the expense may be made payable upon the proceeds.

France.

Article 7.—The French Government having declined to ratify the Treaty between Great Britain, Austria, France, Prussia, and Russia, signed at London on the 28th December, 1841, France is not a party to it; but, notwithstanding, its provisions are to be carried into effect as regards the other Powers.

Article 8.—A Mixed Commission Court having been established at Buenos Ayres, under the Treaty between Her Majesty and the Argentine Confederation, the Captains and Commanding Officers are to be guided by the stipulations of the said Treaty, in sending to that Port, or to Sierra Leone, all captured Vessels for adjudication.

Mixed Com-  
mission Court  
at Buenos  
Ayres.

Article 9.—In all cases where a detained Vessel may be sent to a Vice Admiralty Court, St. Helena is, as far as possible, to be avoided; and Captured Vessels with Slaves actually on board are not to be sent to that Island, unless in cases of peculiar emergency, though Captured Slave Vessels having no Slaves on board may be sent there if requisite.

St. Helena.

Prizes not to  
be sent there.

Article 10.—The Practice of claiming under Section 8 of the Articles of War, the right to take from Vessels detained by Her Majesty's Cruizers for illicit Traffic in Slaves, Articles relating to Navigation, which may happen to be required by the capturing Vessel, is to be discontinued.

Claiming  
Articles for  
Navigation.

Article 11.—Bills of Exchange having been improperly drawn upon the Lords Commissioners of Her Majesty's Treasury, to reimburse the excess of expenses incurred for the support and maintenance of Slaves seized on board captured Slave Vessels, in cases where the Slaves have been emancipated and delivered over to the Authorities of Foreign Governments: it is to be observed; *first*, that expenses of this description should be borne out of the proceeds of the Vessel on board of which the Slaves were found; and *secondly*, that if there be no proceeds, or if the proceeds are not sufficient, the expenses, or residue of them, should be paid by that Government, which will eventually have the advantage of the labour of the Slaves.

Bills of  
Exchange.

It is further to be observed, that as much inconvenience attends the practice of drawing Bills at short dates, Officers are strictly ordered to let all Bills they may be *authorized* to draw on account of the captured Vessels, be made payable at not less than thirty days after sight.



Pratique in  
Ports of Cuba.

Article 12.—Her Majesty's Ships and Vessels entering the Ports of Cuba in charge of, or having in custody, Slave Vessels, will be forthwith admitted to free Pratique without being subject to any Quarantine whatever.

Quarantine  
Regulations  
in Sierra  
Leone.

Article 13.—Officers placed in detained Vessels proceeding to Sierra Leone, are to pay strict attention to the Quarantine Regulations on arriving at that place.

Disposable  
Supernume-  
raries in the  
room of Prize  
Crew.

Article 14.—Whenever it may be necessary to send Vessels detained for illicit traffic in Slaves to Sierra Leone for adjudication, and there should be a likelihood of the Prize Crew not returning for some time, Disposable Supernumeraries may be entered in lieu.

Persons  
charged with  
Piracy of  
Slave Trade.

Article 15.—Persons of Foreign Countries charged with the crime of Piracy of Slave Trade, are never to be sent to England to be brought to justice, unless accompanied by two or three Individuals at least, who may be able to give *verbal* testimony as to the facts alleged.

Ensigns and  
Pendants in  
boats board-  
ing.

Article 16.—The Commanding Officers of the Cruizers under my command, engaged in suppressing the Slave Trade, are most positively directed to cause a British Ensign or Pendant to be hoisted on board of every Boat sent to board suspected Vessels; and as there is always a possibility that the Boarding Officer may have to search the suspected Vessel, and it may not be known before hand to what Nation she may really belong, he is in every case to carry with him all the Warrants, Copies of Warrants, or other necessary Documents of Authority, empowering him to search, with which H. M. Cruizer is furnished, and no paper or person is on any account to be required to be sent from the suspected Vessel on board the Cruizer.

It is further directed that Officers detached in Boats on Service should be particularly careful to wear their proper Uniform, and Caps or Hats with Cockades.

Article 17.—Particular attention is to be paid to the following Copy of a Memorandum from the Admiralty, relative to the manner in which Her Majesty's Officers

are to reply to any charges which may be made against them respecting their proceedings in the Suppression of the Slave Trade :

*"Admiralty, 10th October, 1843.*

"The complaints which are, from time to time, preferred by Foreign Governments, against Her Majesty's Officers employed in the Suppression of Slave Trade, frequently render it necessary that the Lords Commissioners of the Admiralty should call upon the Officers against whom the charges are made, for an explanation of their conduct."

Complaints  
by Foreign  
Authorities.

"In such cases my Lords are pleased to direct that the Officers from whom it may be necessary to require an answer to statements made in complaint against them, should reply to the several points of complaint one by one ; that each reply should be given concisely, but fully ; and that they should confine themselves in their answers to the simple statement of facts ; or, if any observations are added, these should be limited to such explanations as may be necessary for the full understanding of the facts ; always remembering that any charge which they may have to prefer against the other party, should be stated separately, and apart from the account which they are called upon to give of their own conduct."

Complaints  
against them.

NAVAL STORES, PROVISIONS,  
AND  
NAVAL AND VICTUALLING YARDS.

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**Ships requiring Stores.**

Article 1.—When any of the Ships or Vessels requiring Stores arrive at a place where there is a Naval Establishment, the respective Captains and Commanders are to send their Expense Book to the Storekeeper, and to permit Surveys to be taken of their Boatswain's and Carpenter's Stores, if that Officer shall desire it, in order that by knowing the Remains, the state of the Stores in the Magazines, and the necessities of the Ship, the Storekeeper may be enabled to judge how far it will be proper for him, or not, to remonstrate against furnishing the supplies demanded, or any portion of them; and it is hereby made known that their Lordships will hold the Commanding Officers strictly responsible for their conduct in urging improperly the supply of Stores under such circumstances, or causing any expense which can possibly be avoided.

**Economy.**

Article 2.—The respective Captains and Commanders are to economise their Stores to the utmost of their power, by which a considerable saving in the expense of the Squadron may be effected; and they are to comply with such requisitions as may be made to them by the Naval Storekeeper for the employment of the Carpenters, Sailmakers, or other Artificers, whose assistance may be necessary in their several branches for carrying on the service of the Port; informing these Artificers that they will, on these occasions, be paid by the Naval Storekeeper at the Rates specified in the Regulations for Her Majesty's Service at Sea. Page 104.

**Employment of Artificers.**

**Sails, &c. not to be repaired on shore.**

Article 3.—Sails, Hammock Covers, Boats, or other articles, are not to be landed from any of the Ships, for the purpose of being repaired in the Dock Yard, unless

it shall clearly appear that they cannot be properly completed by the Artificers of the Ships to which they belong.

Article 4.—Different meanings having been applied to the term "Suit of Sails," it is to be understood in future that the term "Suit" is to be applied exclusively as meaning *one* Sail of each sort; and the whole number of Sails supplied to Sea going Ships and Vessels, is to be distinguished as the "Establishment of Sails."

Suit of Sails.

Article 5.—No Sails or Surplus Stores are to be landed from a Ship without my special permission; and in cases where such permission may have been granted, they are always to be received on board again previously to the Ship's return to England, provided they shall not be required for the Service of the Squadron.

Stores not to be landed.

Article 6.—The Sea Stores of Her Majesty's Ships and Vessels on this Station are only to be completed to six months after the expiration of the first year of their having been completed in England.

Completion of Stores.

Article 7.—All demands for Stores are to be in duplicate and approved by me, or the Senior Officer present, and the columns in the demands are to be most carefully filled up; and no Officer is to demand Stores from England without transmitting such demands to me for my approval.

Demands.

Article 8.—A Lieutenant, or Mate in charge, is invariably to be sent to the Naval Yard when drawing Stores. Warrant Officers employed on this Service are not to go outside of the Gates without permission.

Drawing Stores.

Article 9.—It having frequently occurred that Locks have been returned into Store without the Keys, particular care is to be taken that all the Keys in use on board Her Majesty's Ships are labelled and marked.

Keys.

Article 10.—Due attention is to be paid to all requisitions on the part of the Officers in charge of the Naval

Requisitions from Naval

and Victual-  
ling Esta-  
blishments.

and Victualling Establishments, for assistance in clearing or loading Transports, &c.; and whenever application shall be made from a Naval Yard for a Crew to man any of the Yard Craft, for the purpose of carrying out Hawsers, or affording other assistance to Her Majesty's Ships coming in or going out of Port, it is immediately to be furnished.

Stages, Boats,  
&c.

Article 11.—Stages, Boats, Water Casks, &c., are never to be taken from the Naval or Victualling Establishments, without permission from the Officers in charge: these Stores are to be returned to their places at proper times, in good order, and should they have sustained any damage, it is to be made known. This is to apply to all Stores borrowed from the Yards.

Watering  
Tanks.

Article 12.—The Watering Tanks of the several Naval Yards are never to be taken away from their Moorings without its being made known to the Yard Officer, in charge, who is also to be informed when they are returned.

Tank Vessels are not to be permitted to lay alongside all night, but are to be cleared as expeditiously as possible.

Any damage done to the Tanks is to be made good by the Ship in whose service it was sustained.

Fir Battens.

Article 13.—The practice of introducing Fir Battens into the seams of Ships is strictly prohibited, much injury being caused thereby upon the oakum, and upon the edges of the Plank: as before these battens can be driven in, the greater part of the Pitch has to be taken out, and the oakum left in a great measure unprotected.

Condemned  
Masts.

Article 14.—On all occasions of Masts being condemned by Survey, as being in a state of decay, a specimen of the Wood considered as rotten, is to be forwarded for the inspection of the Officers of the Yard from which the Mast may have been issued.

Purchases.

Article 15.—Naval Stores are never to be purchased except under the most pressing circumstances, as by

timely arrangement any supply which is absolutely required may be procured from Bermuda, or Jamaica, by the Mail Steam Packets.

Article 16.—Copies of the Vouchers for ALL Purchases, whether for Stores, Provisions, or other Articles, are always to be transmitted to me by the earliest conveyance. Purchases. Vouchers.

Article 17.—Ships proceeding from Halifax to Bermuda or the West Indies, are to take as much Provisions, as can be conveniently stowed; but Ships proceeding from the West Indies to Bermuda or Halifax, are to complete only to such quantity of Provisions as may be necessary for the passage, unless otherwise ordered. Provisions.

Article 18.—Fresh Beef may be demanded for five days in the week, where the contract price does not exceed 6½d. per lb., and the contract will admit of it, except at Halifax and Newfoundland, where it may be received every day; and should the Beef or Vegetables sent on board by the Contractors appear to be unfit for the service, the Senior Captain in port is to order an immediate survey, and on condemnation, to direct the Article to be returned in the Boat that brought it, with a copy of the Report, transmitting a Duplicate thereof to the Commander-in-Chief or Senior Officer. Fresh Beef.

Demands for Fresh Beef and Vegetables at Bermuda, are to be lodged with the Agent Victualler on board the Depôt Ship Weymouth.

Article 19.—Cooperage Stores are only to be sent to the Cooperage in cases of absolute necessity; and when Staves are sent there, they are, as well as the hoops, to be made up in neat packages for the convenience of stowing; and the Boat's crew are to place them where the Master Cooper or other person in charge may desire. Casks.

Article 20.—The strictest attention is to be paid on all surveys on cloth, issued for the use of the Crews of the Squadron, that may be held on board Her Majesty's Ships and Vessels; and the Seamen are on no account to return the cloth that has been issued to them. Cloth.

Tanks

Article 21.—Tanks are never to be returned from the Squadron to any of the Victualling Depôts on this station without special permission.

Bread Rooms,  
Bins, &c.

Article 22.—On all occasions when a supply of Bread is received from the Depôts those opportunities are to be taken of clearing, cleansing, and whitewashing the Bread Rooms, Binns, and Tanks for Bread, of H. M. Ships.

The Bread which remains is to be carefully examined, and if found to be infested with weevils, or otherwise deteriorated, it is to be picked if it should be necessary, and a survey held on what appears to be unfit for use. A copy of the Report is to be sent for my information.

The Bread thus examined and picked is then to be placed as much apart as possible from the fresh supply.

The circumstance of clearing and cleansing the Bread Rooms and Binns, or Tanks, is to be inserted in the Log Book.

The Quarterly Return is to be in future transmitted according to Form No. 12 of the Appendix.

Slop Rooms.

Article 23.—The Slop Rooms are also to be cleansed and aired as often as it may be requisite, and a Return is to be made when it is done.

Money for  
Monthly  
Allowance.

Article 24.—With reference to the 42nd Article of the Admiralty Instructions for Paymasters and Pursers, those Officers are to be informed that Money for the purpose of paying Monthly Allowance is henceforth to be procured by them from the Naval Accountant Officers upon Requisitions, in the form in the Appendix No. 8, instead of by Bill as heretofore; and that when Cash is required for that purpose, or to pay Savings, they are to give a few days notice of the *probable* sum they will require.

Prince Ed-  
ward's Island.

Money.

Article 25.—It being considered inexpedient to place additional Funds in the Commissariat Chest at Charlotte Town, Prince Edward's Island, to meet the casual and uncertain demands of Ships of War, the Paymasters and Pursers of Her Majesty's Ships touching there are to draw upon the Accountant General of the Navy for money required by them.



Article 26.—The Captains and Commanders are to take care to procure, from time to time, sufficient quantities of Slop Clothing for the use of their Crews, from the proper Officers of Her Majesty's Victualling Department, and they are not to procure Slops from any other source, unless the same cannot be obtained in a regular way, and circumstances shall actually exist to warrant a deviation therefrom; and they are hereby acquainted that the amount of any Bills which they may draw upon the Accountant General of the Navy for Slops improperly obtained will be charged as Imprest against their Pay.

Article 27.—Officers when temporarily in the position of Senior Officers at any Ports where there is a Naval Yard are to avoid as much as possible interfering in the Yard duties; and whenever any such interference may occur, the Officers in charge of the Yards are directed to report the circumstances of the case to me; and Officers generally are particularly enjoined to cause the greatest care to be taken in the preservation of the Yard Stores whenever made use of in refitting, also to pay due attention to the suggestions of the Officers of the Yard as to placing, removing, or heaving down, their Respective Ships.

Article 28.—Ships proceeding to the Havana will obtain Provisions of all species, Soap, and Tobacco, from Mr. José Cabarga of that place, who has entered into a Contract for the supply of the same to Her Majesty's Ships. But supplies are only to be obtained when the quantity of Provisions on board may not be sufficient to allow the Ship to reach a Port where there is a Depôt, or when the exigencies of the Service require her to proceed elsewhere. The Forms of Vouchers, &c. necessary on the receipt of Provisions, are in Mr. Cabarga's possession.

## ORDNANCE AND GUNNERS' STORES.

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**Surveys.**

Article 1.—Attention is to be paid by the Commanding Officers of the Squadron to requisitions from the Ordnance Officers for the attendance of Naval Officers to assist at Surveys of Ordnance Stores.

**Powder.**

Article 2.—The Powder is always to be removed previously to a ship hauling within, or to any of the Wharfs of the Naval Yard.

**Certificate to  
accompany  
demand for  
Marine Arms  
in lieu.**

Article 3.—Whenever Arms and other Articles are required for the Royal Marines embarked in H. M. Ships on Foreign Stations, in exchange for such as may be un-serviceable, or to replace others lost, a Certificate should be signed by the Captain of the Ship and the Commanding Officer of Marines, stating the circumstance, which Certificate is, with the demand in duplicate, to be forwarded to the Senior Officer on the spot for approval.

**Gunner's  
Accounts.**

Article 4.—The Annual Ordnance Accounts from Her Majesty's Ships are to be forwarded complete to the Admiralty Office, and not to the Board of Ordnance.

**Compressors  
to Sir T. Hardy's Gun Car-  
riages.**

Article 5.—The Board of Ordnance having represented to the Lords Commissioners of the Admiralty that the Compressors of the Carriage of Sir Thomas Hardy's Pattern are sometimes so fixed by rust, when returned, as to be quite inefficient as Compressors; the attention of Commanding Officers is called to this subject, in order that measures may be taken to prevent the evil complained of, by causing the compressing Screws and the wood Screws of the Plates to be occasionally greased.

**Gunnery  
Stores precau-  
tions in re-  
turning.**

Article 6.—The attention of the Board of Ordnance having been called to the incautious and dangerous manner in which Gunnery Stores are sometimes returned to that Department, by packing amongst the small-arm Am-

munition, a variety of Articles, crammed into one case or Barrel, such as *broken Cartridges with loose powder, filled Flannel Cartridges, pieces of Portfire, Detonating Tubes*, and *Quill Tubes*,—in some cases even IRON NAILS AND FLINTS having been picked out.—The attention of Commanding Officers is particularly called to the prevention of a recurrence of the dangerous practice described.

## REFITTING.

Returning  
into Port.

Article 1.—Previous to returning into Port preparations are to be made for fitting the Ship, that the least possible time may be occupied in equipping her again for Sea.

Assistance to  
be given.

Article 2.—The Captains and Commanders of the Squadron are to attend themselves and to see that the Officers and Men give all possible assistance in the refit of their respective Ships; and it is to be fully understood that every Captain is expected, as far as possible, to keep his Ship in an efficient and serviceable state, without material assistance from the Naval Yard, beyond the usual supply of Stores;—constantly employing his own Carpenters, Sailmakers, and other Artificers, in their several Branches, so as to prevent the necessity of any extensive or general refit.—And the Senior Officer in Port is more particularly called upon to follow the Instructions contained under this Head as well as those under the Head of Naval Stores, &c.; and he is not to give the Naval Storekeeper any direction, which may be at variance with them; but if occurrences should arise to make it necessary for the Senior Officer to give any particular directions in this respect, it is always to be reported to me.

Defects.

Article 3.—On giving in defects, it is to be carefully noted whether any and what part can be made good by the Artificers of the Ship; and they are to be sent in, in Duplicate.

Bills for  
Repairs.

Article 4.—No Bills drawn by the Captains and Commanders of the Squadron on their own authority, for works done to their Ships and Vessels respectively, at any Port which they may incidentally put into, will be allowed, unless some extraordinary accident, totally disabling the said Ships and Vessels from the performance of the service on which they were to have been employed, or from returning to Bermuda, Halifax, Jamaica, or Antigua, shall make such unauthorised expense unavoidable.

In the event of any Ship or Vessel, by running aground, or other accident, receiving damages which may require extensive repairs to render her again fit for the duties of the Station, the Captain or Commander is not to incur the expense of repairing her (except only by patching her up so as to ensure her floating), until he receive instructions from me.

Running  
Aground.

Article 5.—Great expense having been frequently incurred by the hire of Artificers beyond the number allowed to the Establishments of the Foreign Yards, the respective Captains and Commanders are most strictly enjoined never to urge the employment of any extra workman in refitting their Ships at a port where there is a Naval Yard, nor to hire such persons in places where there is no Naval Establishment; unless such a proceeding should be rendered indispensably necessary; and in these cases a detailed report of the circumstance is always to be made to me.

Hire of  
Artificers.

Article 6.—All Oakum required for Caulking is to be picked by the Crew of the Ship about to be caulked.

Oakum.

Article 7.—When the Officers and Companies of Vessels occupy Buildings appropriated for them, or Receiving Ships, the First Lieutenant, Master, and Carpenter, are, with the Officers of the Yard, to examine the state of the Locks, Doors, Windows, &c., and upon quitting the Buildings or Receiving Ship a second similar examination is to take place, that the deficiency of any articles, or the damage done to the Rooms, may be ascertained and accounted for.—The whole are to be left thoroughly clean, and a report made to me that this has been done.

Building or  
Receiving  
Ships.

The 31st Article, Page 71 of the Naval Instructions, is to be considered applicable to such Buildings, and they are further to be guided by the Regulations that have been established, and which will be delivered to them by the Naval Store Keeper.

Hulks and  
Receiving  
Ships.

*Regulations to be observed by the Crews of Her Majesty's Ships and Vessels when hulked in any of the Receiving Ships on this Station.*

The Captains, Commanders, and Commanding Officers of Her Majesty's Ships and Vessels under my Orders are, whenever it may be necessary to Hulk the Crews of their respective Ships in any one of the Receiving Ships in the Ports on this Station, to cause the following Regulations to be strictly observed by their said Crews:—

No Lights are to be carried about the Ship, except in Lanterns.

The duty of extinguishing fires and lights at proper hours is to be carefully attended to.

No smoking to be allowed in any part of the Ship except the Galley.

The Galley Funnel to be swept at least twice a week.

In the event of Fire, such means of extinguishing it as may be available, are immediately to be used, and alarm given by ringing the Ships' Bell until more assistance can be procured.

The Fire Buckets are on no account whatever to be removed from the place appropriated for them, or used for any other than their proper purpose.

No Bones, dirt, or rubbish of any description to be thrown out of the Ports or Cabin Windows, but to be carefully deposited in a dirt Tub, to be removed when necessary.

No Stores of any description are to be painted, or Spars deposited in any part of the Ship, there being places in the Naval Yards appropriated for that purpose.

No Hammocks or Washed Clothes to be hung up in any part of the Ship except the Upper and Poop Decks.

No Waste of the Ship's water to be allowed.

It being absolutely necessary that great attention be paid to the cleanliness of the Ship, the decks are to be washed at least once a week, and when vacated by one Crew, the Vessel is to be left in such a state of cleanliness, that she may be fit to receive another Ship's Company.

The Warrant Officers of the Receiving Ships are to receive every support in the execution of the duties specified in their Instructions.

Article 8.—A statement of the Daily progress is to be sent to me every morning at 9 o'clock, or to the Senior Officer, from Ships refitting, according to the Form at No. 9 of the Appendix. Daily progress.



## SHIPS RETURNING TO ENGLAND.

Inspection of  
Crews of Ves-  
sels proceed-  
ing to  
England.

Article 1.—Whenever any of Her Majesty's Ships or Vessels under my Orders shall be directed to proceed to England, from any of the Divisions of the Station under my Command, during my absence, the Senior Officer on the spot is always to cause the Crews of the Ships and Vessels present to be inspected, in order that those Men whose constitutions or health may have been impaired by the Climate may be sent home, and the vacancies thereby created in the Ships to remain on the Station are to be filled up on the spot, as far as men volunteering from the Ship returning to England will allow of. In all cases of men volunteering to continue on the Station, they are to be paid such Part of their wages as they may desire to receive, either from the Naval Officers at Halifax or Bermuda, or from the Clerk in charge of Stores at Jamaica, —the respective Captains and Commanders on such occasions taking care to note all allotments and charges on the Books, and to send to me for transmission to the Admiralty, a Return of men who avail themselves of this permission, noting against the name of each the amount of pay ordered for him.

It is, however, to be clearly understood by the Senior Officer present, that he is not, on these occasions, to allow so many Volunteers to leave the Ship as would distress her for her passage home.

Marines not  
to be removed

Article 2.—Marines are not to be removed from Ships returning to England, unless the exigencies of the Service should require it; and the Detachments are, if possible, to return in the Ships in which they are embarked.

Receiving on  
board Stores  
deposited

Article 3.—Slop Clothing and Naval Stores which may have been permitted to be deposited at the Naval Yards are to be taken on board again unless otherwise ordered.

Order Books.

Article 4.—This Order-Book is to be returned to me or the Senior Officer of the Division, on any Ship quitting the Station, together with any secret Letters or Orders received from me.

AND.

## STEAM VESSELS.

Article 1.—In all cases of Stores being required for the repairs of the Engines and Boilers of Her Majesty's Steam Vessels, a regular Demand is to be made, and a reference (in a Monthly Report) as to the *nature* and *date* of such demand.—The strictest attention is required to this Instruction.

Demands  
from Steam  
Vessels.

Article 2.—No Men are to be entered as Stokers who are not qualified by previous Experience ; and should any difficulty arise in filling up the established number in that Rating, Men, with the Rating and Pay of Ordinary Seamen, are to be entered in lieu, to act as Assistant Stokers, and to be raised to the situation of Stokers as soon as the Commanding Officer, on the report of the Leading Stoker, is satisfied of their competency as such.

Seamen or  
Stokers

Article 3.—In their Monthly Return of Machinery, &c., Commanding Officers of Steam Vessels will be careful to insert the Class to which the Engineer Boys, as well as the Engineers belong, and the date of each Boy's entry in his class.

Class of  
Engineers.

Article 4.—The attention of the Commanding Officers is strictly called to the necessity of practising all possible economy in the expenditure of Fuel, with a view to diminishing such expense. They are therefore to avoid getting or keeping up their Steam in all cases when the use of sails can be made adequate to the performance of the Service with sufficient dispatch.

Fuel  
economy of.

The Log Books of Her Majesty's Steam Vessels will be occasionally examined to enable me to ascertain if my orders have been fully complied with ; and when any negligence in this important part of the duty of a Commanding Officer of a Steam Vessel shall appear, a report thereof will be made to the Lords Commissioners of the Admiralty.

By strict attention to these Regulations and by a com-

pliance with the directions contained in their Lordships' Memorandum of the 6th July, 1842, on the subject of using Steam expansively, it is expected that a considerable saving of Fuel may be effected without any detriment to the Public Service.

## HALIFAX.

Article 1.—Ships Housing for the Winter are not to cut the Rafters supplied to them from the Yard ; and the Glass Sashes and materials of every description are to be carefully preserved and returned into Store, with the housing in the Spring. Ships housing

Article 2.—Whenever any Ship may have occasion to go alongside the Wharf at Halifax Yard, care is to be taken to prevent any rubbish or dirt from being thrown overboard. Wharf.

Article 3.—Whenever the Signals for Vessels being in distress at the entrance of the Harbour shall be hoisted on Citadel Hill, assistance is to be immediately sent from each Ship. Signals.

A Launch, with an Anchor and Hawser, is always to be kept in readiness for that purpose at one of the Wharfs of the Yard.

Article 4.—On the desertion of any man, a particular description of his person is to be sent to Sackville, and delivered to the Guard at that place ; and also copies to the different Guards in the Town and neighbourhood, to the City Police Office, and on board the Ship having the Guard. Deserters

Article 5.—On all occasions of leave being granted to Crews of Her Majesty's Ships and Vessels, they are to be warned that if any of them are found near the Military Police Stations of *Dartmouth*, *Sackville* or *Margaret's Bay*, without a pass, they will be apprehended and dragging Money charged against them. Passes for Police Stations.

Article 6.—When Officers are at Sick Quarters, for which one of the old Hospital Buildings is provided, the Deputy Inspector of the Flag Ship, (or the Surgeon of the Senior Officer's Ship, when the Flag Ship is not pre- Sick Quarters.

sent,) is to visit and prescribe for them, as often as the nature of their cases may require.

Notice of the Officers going to Sick Quarters, with a statement of their case, is to be sent to the Flag or Senior Officer's Ship, for the Surgeon's information.

Sambro Light  
House.

Article 7.—On approaching Sambro' Light House, in foggy weather, every gun fired from the Ship will be answered, if heard, by two guns in quick succession, from the Light House. Several guns should not, however, be fired in quick succession, but time given between each for the answering guns.

It frequently happens that the weather is clear within the Light House, although very thick a league or two without—If it be wished to ascertain this fact the ship is to fire one gun, and three minutes afterwards two guns in quick succession ; when, should the weather be clear within, the Light House will answer with the same number of guns, fired in the same manner : but should the weather not be clear within the Light House, one gun only will be fired in answer.

Naval Yard.

Article 8.—*Regulations respecting admission to, and landing at Halifax Yard, after dark.*

Officers on duty may land at, or enter, and pass through at any hour of the night ; but the circumstance is to be reported to the Commander-in-Chief or Senior Officer present.

Captains and Commanders, and Officers of equivalent Rank, may land at, or enter, and pass through the Yard with the Parole at any time of the night, any Officers accompanying them are to be allowed to pass at the same time ; other Officers till 11 P. M., whether the Ships are along side the Yard or in the Stream.

The Parole will be sent daily to the Flag Ship, where it may be obtained by the Officers of the other Ships in Port ; and it will be demanded of all Officers and others immediately after dark.

Article 4.—Boats may land for Officers till 11 P. M., but they are to push off at that hour, unless special permission is given.

Article 5.—When occasions may require that the time should be extended, permission is to be obtained by application at my office; and notice of this permission must be given to the Naval Storekeeper. On these occasions Boats may go to the Stairs at any time during the night for the Officers, who will be allowed to pass through the Yard, provided they have the Parole.

Article 6.—The term Officer to include Subordinate Officers.

Article 7.—Boats' Crews are not to be allowed to leave the Landing place after dark, unless passed off by an Officer duly provided with the Parole.

Article 8.—Captains and other Officers temporarily residing in the Yard are to be guided by these Regulations; their Servants may pass and repass the Gates with the Parole until 11 P. M., after that hour only by special permission.

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## BERMUDA.

- Convicts.** Article 1.—Seamen and Marines employed in the Naval Yard, are not to be allowed, on any pretence whatever, to converse with the Convicts.—The Officer attending the duty will be responsible for any deviation from this Order; nor are Officers to purchase specimens of minerals or other such articles from *them*.
- Landing places.** Article 2.—No Boats are to land on any other part of Ireland Island than the Established Landing places where Warders are stationed, unless with the consent of the respective Officers of the Yard.
- Holy Stones.** Article 3.—No Stone is on any account to be taken away from Ireland Island, without permission from the proper Officer of the Naval Establishment.
- Navy Tanks and Clarence Cove.** Article 4.—When Boats have occasion to land at, or near the Navy Tanks, or in Clarence Cove, under the Admiral's House, strict orders are to be given that no person be allowed to bathe, or strip themselves on any pretence, either in the Coves, or on the shores adjacent.
- St. George's Harbour.** Article 5.—No Guns are to be fired in St. George's Harbour, except in cases of necessity, in consequence of its being injurious to the tanks of the Town.
- Deserters.** Article 6.—Descriptions of Deserters are to be sent to the Senior Officer, who will apply to the Governor for the necessary steps to be taken for their apprehension.
- Leave.** Article 7.—No liberty men are to be landed on Ireland Island, or Spanish Point, but always at Hamilton, at which place Boats are always to be sent for them.
- Boats. Blasting Rocks.** Article 8.—The Boats and people of the Squadron are to be kept from the Yard as much as possible during the hours assigned to blasting the Rocks, which are as fol-



lows, viz :—From 7 to 8, A. M.—From noon till  $\frac{1}{2}$  1, P. M., and in the Evening after the working hours of the Yard.

Article 9.—No Officer (below the rank of Captain or Commander, or of equivalent Rank), or other person, is to be permitted to enter the Hospital Gates, or any part of the Hospital, without permission from the Surgeon ; unless he is accompanied by either of the Medical Officers or the Clerk of the said Hospital, except Surgeons of the Ships having sick men at the Hospital.

Persons entering Hospital.

Article 10.—The Captains and Commanders of H. M. Ships and Vessels belonging to this Station, are, whenever they take a Pilot on board for the purpose of bringing them within the Bermuda Reefs, if the Ship or Vessel they command require any refit, or the Flag or Senior Officer's Ship should be lying off Ireland, to inform the Pilot on his first arrival on board, that he is to take the Ship or Vessel they command to Grassy Bay, Ireland, but should the Ship or Vessel be only coming in for shelter, or to deliver a Despatch and proceed again to sea, the Pilot is to be directed to carry her to Murray's Anchorage only ; and it is to be understood that however often (and whether in the Five Fathom Hole or elsewhere) a Pilot may think proper to anchor a Ship or Vessel between the Sea and the particular Anchorage to which the Captain or Commander has engaged him to carry her, the only Certificate the Captain or Commander is to give to the Pilot, is that he has piloted the Ship or Vessel from sea to such ulterior anchorage ; and in the same manner when a Pilot is taken on board at any of the Anchorages of those Islands to pilot one of H. M. Ships or Vessels to sea, the Certificate to be given to the Pilot is to specify his having conducted such Ship or Vessel from such Anchorage to sea, without reference to the number of times such Pilot may have thought proper to anchor such Ship or Vessel by the way. Should, however, any Ship or Vessel, after having been anchored by direction of the Captain at Murray's Anchorage, require to be moved to Ireland or to any other of the Anchorages within the reefs, or in the event of a Ship at Ireland requiring for

Pilots.

any purpose to proceed to anchor at Murray's Anchorage, previous to putting to sea, the Pilot so conducting one of H. M. Ships and Vessels from one Anchorage of these Islands to another, will be in such cases only entitled to a separate Certificate and half Pilotage for the performance of such service, in addition to the whole Pilotage Certificate for his Pilotage of her to or from sea.

**Five Fathom Hole.** Article 11.—No Ship or Vessel of the Squadron is to anchor at the "Five Fathom Hole," unless under circumstances that may render such a measure absolutely necessary for her safety; but should the wind not allow of their passing the Narrows, they are to keep off and on, waiting the earliest opportunity of so doing.

**Pilots.** Article 12.—In the event of any of Her Majesty's Ships or Vessels bound to Bermuda having taken on board any other Pilot than a Queen's Pilot, and one of the Queen's Pilots afterwards reach the said Ship or Vessel, the charge of the Ship or Vessel is to be immediately transferred to the Queen's Pilot, but a Manuscript Certificate is to be given to the Pilot first placed in charge of the Ship, stating the degree of service rendered by him prior to the arrival of the Queen's Pilot on board, and a reasonable proportion of the usual Pilotage Allowance, is to be deducted from the payment to the Queen's Pilot, and given to the other Pilot, in reward for his having gone first to the Ship's assistance.

Whilst the Commander-in-Chief is at Bermuda, he will decide upon the proportion of the regulated allowance to be paid to the first Pilot, in consideration of the statement made in the Captain's Certificate to such Pilot; when the Commander-in-Chief is not on the spot, the Senior Naval Officer present will make the decision.

**Gleaner, Steam Vessel.** Article 13.—Whenever the Gleaner, Steam Vessel, may be required to tow, the Hawasers of the respective Ships and Vessels are invariably to be made use of.

Article 14.—With reference to Article 7 of these Orders under the Head "Refitting," the following are the Regulations to be observed by the Warrant Officers of the Royal Oak.

*The Warrant Officer in charge of the Royal Oak is to be particularly careful and attentive to the following Instructions.*

No lights are permitted to be carried about the Ship, out of Lanterns. The whole of the moveable Articles and Stores of every description belonging to the Ship are to be considered in charge of the Warrant Officer of the Ship, and anything found out of its place or missing, the Warrant Officer will be accountable for. In rainy weather the hoses are to be led into the Ship's Tanks, and care is to be taken that the Tanks be not allowed to overflow; the Water to be carefully used, and no waste thereof to be allowed on any account.—In the event of Fire an immediate alarm is to be given by ringing the Ship's Bell, until assistance be procured.—No Bones, Dirt, or Rubbish, of any description, to be thrown overboard in the Basin, but carefully deposited in the Dirt Cart, to be removed when necessary.

When the Crew of any Ship of War are hulked on board the Royal Oak, the Warrant Officer will be careful to point out to the Officer Commanding the several Articles and Stores of every description belonging to the Hulk, according to the List of fixtures, and he will see that none of the Articles are allowed to be removed or taken out of the Ship, if so, the case is to be reported immediately; and in the event of any difference arising between the Warrant Officer and any of the people hulked on board, the circumstance to be also reported to the Yard.—In the event of parties from Ships in Port being sent to work or to be hulked on board the Royal Oak, in the absence of their Officers, the Warrant Officer in charge of the Ship is to see that the fires and lights used by them are put out at the hour of Gunfire, agreeably to the Custom of the Service.

Article 16.—All the Signal Stations in these Islands being furnished with Marryat's Code of Signals and the necessary Flags used for Merchant Vessels; Her Majesty's Ships may now be able to communicate with the Shore, and when having occasion to do so, they will hoist the Rendez Flag in Marryat's Signals.

## JAMAICA.

Means for  
Preserving  
Health of  
Crow, &c.

Article 1.—On the Southern portion of the Station, the following precautions are to be attended to; particularly on board Ships on their first entering the Tropics :—

Particular attention is called to Art. 9, Page 252 of the Admiralty Instructions.

Leave to be granted with much caution, and on due consideration of time and circumstances.

Unnecessary exposure to the Sun to be at all times avoided, and the Ship's and Boat's awnings to be spread, whenever it can be done without inconvenience.

Violent exertion to be guarded against as much as possible—the working hours in the Tops to be from Daylight to 8 in the morning, and from 3 P. M. to Sunset.

The men not to be allowed to drink cold water when heated.

When wet, a change of clothes to be immediately ordered—the wet things to be hung up to dry, and on no account are wet or damp clothes to be suffered to remain below—but when exposed to continued rain and no opportunity of changing clothes, drenching them in sea water may be resorted to with advantage.

The Men to be strongly urged to wear Flannel next their skin, especially in rainy weather.

The Men not to be suffered to lie about the Decks; but when necessity renders their sleeping on deck unavoidable, the awnings are to be kept spread.

On a Ship's arrival in the West Indies, the Blankets are to be washed in fresh water, and such as are not wanted are to be stowed away: the Bedding to be well shaken, and aired as often as circumstances may admit, and the Clothing also, when it can be done conveniently.

The greatest care to be taken to prevent an accumulation of dirt in the Holds, and they are to be kept well ventilated and whitewashed.

No water is at any time to be let into the Hold, but the Ship is to be pumped out three or four times a day,

the well to be each time baled, and swabbed dry afterwards: Fires to be placed there daily, and the Windsails to be introduced into the Holds as often as conveniently may be.

On leaving a Port, having a muddy bottom, the Cables and Hawsers should not be coiled down in the Tiers (if it can be avoided), but kept on deck until dried and cleaned. If this cannot be done at the time, they should be got up again for this purpose the first opportunity afterwards.

Article 2.—On a Ship arriving at Port Royal, Jamaica, she will be visited by the Lieutenant or Master Gunner of Fort Charles, to whom all general information is to be afforded for the satisfaction of the Governor; and he is to be furnished with a list of any Foreign Passengers on board, in order to their being Registered, in conformity with a Law of the Island.

Arrival at  
Port Royal.

Article 3.—Ships are not to attempt to run for Port Royal in the night, except in cases of urgent necessity.

Entering  
Port Royal.

Article 4.—No fresh Beef is to be demanded for the day on which a Ship is intended to proceed to sea; and in case of being suddenly ordered to sail after the Beef has been demanded, such Beef is to be divided amongst the Ships and Vessels in Port.

Fresh Beef.

Article 5.—All Letters for the Military Department, Officers of the Army, or for King's House, if sent to the Orderly Room, Port Royal Barracks, before 4 P. M. will be delivered at Spanish Town the same evening; those for Kingston next morning at 10, and forwarded from thence the same day, for the Outposts.

Letters.

Any Letters for the Navy, sent before 2 P. M. to the Deputy Quarter Master General's Office, Kingston, will reach Port Royal the same evening by the Military Post.

Article 6.—Commanding Officers of Small Vessels who may be at any time stationed off Cuba or on the Bahama Bank, are authorized to employ a Pilot permanently during the period of such employment.

Pilot.

**Pilotage.** Article 7.—Certificates to Pilots taking H. M. Ships and Vessels into or out of any of the Ports of Jamaica, are to contain the Tonnage of such Ships and Vessels.

**Victualling Depot.** Article 8.—The Commanding Officers of the Ships and Vessels of the Squadron are, when obtaining Provisions, to send a sufficient number of Men to remove them from the Stores in which they are deposited to the Boats, as well as in case of receiving Bread for the purpose of filling Bags from casks, or Tanks, which having done, the Casks are to be returned to the Spot the Officer in charge of Victualling may point out.

On all occasions of returning Victualling Stores, a sufficient party of Men is always to be sent, in order that the Stores so returned may be deposited in the places appropriated to their reception; and the Officers in command of such parties, are to be directed to give every assistance to the Officer in charge, in any thing he may point out in the disposition of such returned Stores, either in packing or placing them, ready for Public Sale or Shipment for return to England, as circumstances may require.

Commanding Officers will also be careful that their Returns of Victualling Stores, except in cases of Survey, are only to be made immediately on their arrival in Port, and immediately previous to their leaving it.

**Dimensions of Yards, &c. Masts, &c.** Article 9.—The Commanding Officers of the Squadron on their first arrival at Port Royal, Jamaica, are to send to the Commodore a Report of the dimensions of the Yards, Spars, and Sails, of their respective Ships, and should any alteration take place it is to be made known.

**Hayti.** Article 10.—The Captains and Commanders of Her Majesty's Ships proceeding to Hayti are to take notice that "The Haytien Government have appointed a Separate Wharf for the Boats' Crews landing from Vessels of War of all Nations, called the 'Government Wharf,' which will be seen from where the Vessels of War usually anchor to the left of the Custom House Wharf."

Article 11.—La Guayra being no longer a fortified

M. Ships  
Jamaica,  
Vessels.

Ships and  
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place, and there being no Artillery Corps stationed thereat, no Salutes to Foreign Vessels of War, that may arrive at that Port, will be returned; and so long as there is no Corps of Artillery stationed at Puerto Cabello, no Salutes will be given or returned from that place also.

Salutes in  
Ports of  
Venezuela.

### NAVAL HOSPITAL.

1st.—In all cases of Fever occurring, the Patients are to be sent to the Hospital as soon as possible.

2d.—All persons requiring Hospital Treatment, with the exception of the above, and cases of Accident, are to be sent either between 6 and 8 A. M. or 4 and 6 P. M.

3rd.—The necessary Papers, duly filled up and signed, are always to be sent with the Patients, except in cases of Accident and Fever, then as soon as possible after the landing of the Patient.

4th.—Officers, with the exception of the Captain or Commander of the Ship having the Guard, will not be permitted to enter the Hospital, without the concurrence of the Deputy Inspector, or in his absence, by the next Medical Officer in charge.

5th.—When supplies of Medicines are required by the Medical Officers of the Squadron, the Demands are to be made in sufficient time for the Officer who supplies them to make them up.



## BARBADOS.

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Military  
Hospital for  
Naval Sick.

Article 1.—Sick men belonging to any of her Majesty's Ships and Vessels on the Windward Station, will be received into the Military Hospital of the several Islands; and whenever men shall be sent to the Army Hospital, the Captains and Commanders will direct their Surgeons to visit them from time to time, in order that those who may be sufficiently recovered may return to their Ships; also to ascertain that they receive due attention whilst in such Hospital; and if there should be any just cause of complaint, he is to lose no time in making the same known to his Captain or Commander, who is to inform the Senior Officer of the Army on the spot of such complaint; and also to report the circumstance to the Senior Officer at Barbados. Surgeons intending to visit their men in such Army Hospital, will apprise the Surgeon of the Hospital of their intention, and invite him to accompany him—but he must bear in mind that the Surgeon of the Army Hospital is responsible for his conduct to the Superior Officer of the Profession to which he is attached. Captains and Commanders may, of course, accompany their Surgeons on such visitation, whenever they think fit.

Supplies of  
Water.

Article 2.—Ships requiring an occasional supply of Water, are to draw it from the Iron Tanks from which pipes are laid to the Engineer's Wharf, when a sufficient supply can be procured from them; but when that is not the case, the Water is to be procured from Beckel's Spring, it having been found to be best.

## HYDROGRAPHICAL INFORMATION.

The only Chart furnished by the Admiralty is found to be extremely incorrect.

The following remarks obtained from Commodore Moore, of the Texan Navy, and made by the Commanders and Masters of her Majesty's Sloops Pilot, Victor, and Electra, are communicated for the information of the Squadron; and a sketch of the entrance of Galveston and the adjacent Coast of Texas, by Mr. Andrews, Master of the Electra, will be furnished either from my Office or that of the Senior Officer at Jamaica; and a Copy is to be made for the use of the respective Ships and Vessels.

Coast of  
Texas.

The whole Coast from Brazos de Santiago to Galveston, is clear and can be approached with safety to within 1½ miles, except at the entrances of the Rivers, where the breakers always shew. From Galveston towards Sabine the Coast is clear for ten miles, and can be approached within two miles in 3½ fathoms water; from thence to Sabine the land is very low, and you will not have more than three fathoms water *five* miles from the land.

Commodore  
Moore.

There is a shoal commencing E. N. E. per Compass, distant 22 miles from the Buoy on Galveston Bar, and running nearly due East for 30 miles, having on it in places 17 feet water, and there is six or seven fathoms in shore of it.

The Buoy on Galveston Bar is E. by S. from the Beacons on the North East end of the Island distant 3 miles. It is on the *outer edge* of the Bar in 13 feet water, and *one hundred yards* to the East and South or between East and South, you will have four fathoms water. The Bar and Shoal run from the Buoy S. W. by S. to a point from which the first House on the Sea beach bears N. W. by N. (between this point of the shoal and the Island, there is a channel with ten feet water,) and to the Northward of the Buoy the shoal is plainly to be seen.

The best anchorage off Galveston is to get the Beacons on the N. E. end of the Island, in line, and then to run

in to within  $\frac{1}{2}$  a mile of the Buoy on the Bar, when you will have five fathoms of water and good holding ground.

The following Latitudes and Longitudes may be looked upon as correct.

## COAST OF TEXAS.

|                                                  | Lat. N.                                                                                                                                                                                                                                                                                                       | Lon. W.           |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| Mouth of Rio Granda                              | 25 56 00                                                                                                                                                                                                                                                                                                      | 98 11 30          |
| Brazos de Santiago                               | 26 06 00                                                                                                                                                                                                                                                                                                      | 97 12 00          |
| Padre Island trende N. $\frac{1}{2}$ E. (due)    |                                                                                                                                                                                                                                                                                                               |                   |
| 38 Miles the N. $\frac{1}{2}$ W. (due) 60        |                                                                                                                                                                                                                                                                                                               |                   |
| Miles to Nend in Corpus Christi                  | 27 36 50                                                                                                                                                                                                                                                                                                      | 97 16 05          |
| S. W. end of Westang Island. 4 fms. water        | 27 37 20                                                                                                                                                                                                                                                                                                      | 97 16 00          |
| N. E. Ditto Ditto                                | 27 49 15                                                                                                                                                                                                                                                                                                      | 97 03 54          |
| S. W. end of St. Josh Island                     | <div style="display: inline-block; vertical-align: middle;"> <div style="display: inline-block; vertical-align: middle;"> Aransas<br/>or Esparo<br/>8 feet<br/>Espinto<br/>Santo en-<br/>trance 3<br/>feet. </div> <div style="display: inline-block; vertical-align: middle; font-size: 3em;">}</div> </div> |                   |
| N. E. Ditto Ditto                                |                                                                                                                                                                                                                                                                                                               | 27 53 00 97 03 24 |
| S. W. Matagorda Island                           |                                                                                                                                                                                                                                                                                                               | 28 01 00 96 51 44 |
|                                                  |                                                                                                                                                                                                                                                                                                               | 28 05 50 96 51 00 |
| N. E. Do. Do. West point of Pass Caballo         | 28 19 24                                                                                                                                                                                                                                                                                                      | 96 22 05          |
| Decroes Pt. (Peninsula) East Pt. of Pass Caballo | 28 24 00                                                                                                                                                                                                                                                                                                      | 26 20 00          |
| Mouth of Caney Creek                             | 28 38 00                                                                                                                                                                                                                                                                                                      | 95 57 00          |
| Do. of Sand Berrand River                        | 28 51 00                                                                                                                                                                                                                                                                                                      | 95 49 00          |
| Do. of Brazos River (Velasco) 9 feet             | 28 58 00                                                                                                                                                                                                                                                                                                      | 95 33 00          |
| S. W. End of Galveston Island, (San Luis)        | 29 02 00                                                                                                                                                                                                                                                                                                      | 95 22 00          |
| N. E. ditto ditto Galveston, 12 feet             | 29 18 50                                                                                                                                                                                                                                                                                                      | 94 48 30          |
| Sabine (West side of entrance) 8 feet            | 29 39 48                                                                                                                                                                                                                                                                                                      | 93 52 15          |
| Pensacola Town, West Florida                     | 30 25 00                                                                                                                                                                                                                                                                                                      | 87 14 00          |
| Bar                                              | 30 20 00                                                                                                                                                                                                                                                                                                      | 87 16 00          |

Pilot.

18th January, 1840, at noon, struck soundings in 52 fathoms, soft blue mud, and sounded every half hour steering W. N. W. going at the rate of  $6\frac{1}{2}$  to 7 miles an hour, and shoaling gradually. At midnight in Lat. 28, 31 N., in 24 fathoms, the bottom commenced to be ridgy from two to three fathoms.—At 8 A. M. in 15 fathoms,

still blue mud. At 10 30 A. M., bottom changed to a yellow gravel.

At noon, 19th, Lat. 28, 44 North, Long. 93 36 West (a Current for the last 24 hours had set us S. 48 E. 36 miles), in 14 fathoms the blue mud commenced again; still steering W. N. W., and shoaling the water gradually to 7 fathoms. At 7 30 shoaled suddenly to 5 fathoms, which continued for about 1 mile, then suddenly again to 4 and 3, when hauled out S. S. E., no land in sight.\* Stood on until in 10 fathoms in latitude at 10 40 P. M., 28 45 N.: the weather which had been clear and fine, now came on thick and rainy. Stood off and on at the rate of  $3\frac{1}{2}$  knots per hour from 10 fathoms into 6, until the weather cleared at 11 A. M., when we made some houses from the Mast head, stood in and made the land apparently the mouth of a River, and brought up in five fathoms red mud and clay,  $2\frac{1}{2}$  miles from the shore, Latitude  $28^{\circ} 53'$  N. Longitude  $95^{\circ} 16'$  W., Variation  $9^{\circ}$  East. Current setting  $1\frac{1}{2}$  miles to the Westward.—A boat came off and informed us the town (about 12 or 14 Wooden houses) was Velasco, and the River, Brasos de Dios, a bar across the entrance of which continually shifts, according to the freshes or S. E. wind. High water full and change 9h, rise and fall 3 feet, but in very fine weather, I was told barely 2 feet. During my stay the current invariably setting W. and S. W. Very good holding ground.

A stranger going to Galveston may take either of the following ways according to his watches and the weather—make Latitude 29 North, and Longitude  $93^{\circ} 0'$  W. he will then be in 14 fathoms blue mud: steer to W.  $\frac{1}{2}$  N. or W. by N. according to the current, which in fine Weather I always found running at the rate of 1 and  $1\frac{1}{2}$  knots per hour (but as the wind increases the current does also. I have seen it when at anchor  $3\frac{1}{2}$  per hour always to the West, W. S. W., or S. W.), keep the lead going and you will gradually shoal to 8, 7, 6, and 5 fathoms, but keep on the edge of 5 and 6 until you make the Island of Galveston, and anchor with the following bearings—in Latitude  $29^{\circ} 17'$  North, Longitude  $94^{\circ}$

\* Note.—This no doubt was on the Shoal mentioned by Commodore Moore, and by Commander Darley.

42' W., Flag Staff on remains of Fort at east end of the Island W. b. S. five miles, South end of the bar (generally breaking) West  $1\frac{1}{2}$  miles. The fourth House on Bolivar Point (the largest on the N. shore) N. W.  $\frac{1}{2}$  W. 5 miles from that shore.

You will then be in the fair way, and every vessel must pass you going in and out.

The Island of Galveston is about thirty miles long and from 1 to  $1\frac{1}{2}$  miles broad, very low, 8 feet I should say was the highest. If you can depend on your watches, you may make for the centre of the Island, and with a good look out you will first make Three Trees N. b. W., apparently about four leagues off and then the town itself, which is situated on the North side of the Island, and then haul up for the anchorage off the bar. No other trees are to be seen on the Coast, but bear in mind they appear at first as single trees, but as you draw in, you will find each in a clump, the centre the largest. The Pilot rode out several heavy breezes, but with 50 fathoms chain she never rode to her anchor, the current running so strong in bad weather to the Westward. A heavy sea rolls in with the wind from S. E. and South, but to the Westward of that as far round as N. E., perfectly safe anchorage and very good holding ground. The most Water I ever found on the Bar was 13 feet, the least 9 feet at high water, *but after a heavy Norther* which lowers the water.

The Thermometer ranged during January, February, and March, from 32 to 65, mornings very cold if the Wind had any North in it, but the days were very pleasant.

The Barometer is invaluable, it points out the slightest change of weather. I have seen it rise between 2 A. M. and 8 A. M., from 30 10 to 30 70, Thermometer 32, with the Wind Northerly. The Barometer rises for North and N. W. wind, and falls for N. E., East, South, and S. W. it then commences to rise slowly.

Inside the bar at Galveston, there is from five to 7 fathoms, but the channel is narrow. Steam Vessels run, drawing 3 feet water, between Galveston and Houstoun, the late seat of Government; which was removed during my stay, to Aucten in the Interior.

The Victor on the 12th June, 1842, at Noon observed

in Lat.  $28^{\circ} 38'$  N. and per mean of Chronometers, Long.  $95^{\circ} 45'$  W. about 6 or 7 miles from the land, and which appeared to resemble very much the Island of St. Louis given in the Directory, low level land with a sandy beach and without trees; having by 1 P. M., closed it sufficiently to see if any opening existed, but finding none, hauled out from N. b. E. to N. E. b. E. running along in  $6\frac{1}{2}$  and 7 fathoms, and not more than  $3\frac{1}{2}$  miles from the shore, passed several detached houses rising on the N. E. point of Land, (as also an opening) and to the eye very much scattered. At 5 P. M., hove to off do., supposing it to be Galveston, when a Pilot came on board and gave us to understand it was Velasco, situated on the River Brazos, and that Galveston was N. E. 50 miles of Velasco; made all sail to the N. E. at 8 15 P. M. the wind falling light and a strong current, anchored off the West End of Galveston Island in  $6\frac{1}{2}$  fathoms and about 5 miles from the shore, the small Island of St. Louis and its town bearing N. W. by W. This Island of Galveston misnamed St. Louis, in the Admiralty Chart, is not more than 27 miles in length, and by the report of the Pilot trends N. E. b. E. and S. W. b. W. The Town of Galveston is situated on its N. Eastern Part much detached. Weighed at daylight, running N. N. E., N. E. and N. b. E., hauling up for the anchorage North by East, and North. The Island of Galveston is very low and level, and has at equal distances nearly on its centre 3 remarkable trees, and with exception of those, it may be said to be without any. It has a remarkable sandy beach, which terminates at the East Point. Here on a flat, are situate two Beacons with lamps, and which were burning at the time we anchored. The Beacons in one bearing nearly West are the marks for anchoring off the Bar. The Victor came to in  $4\frac{1}{2}$  fathoms with the marks a little open and with the Easternmost Church of Galveston W. by S.  $\frac{1}{2}$  S. and house on Point Bolivar N. W. b. W. I should recommend no ship to approach, or anchor in less than 5 fathoms: She will then be about  $4\frac{1}{2}$  miles from the shore, in a good berth, clear of the banks and shoals.

Latitude observed from the ship per meridian Altitude  $29^{\circ} 18'$ , North, placing the Easternmost Point of Galveston Island, in Lat.  $29^{\circ} 17'$ , N. and Long.  $94^{\circ} 47'$ , W.

Electra.

The Electra sailed from the Havanna on Tuesday the 10th January, 1840, standing W. N. W. for Galveston. On the 16th struck soundings in 65 fathoms, white sand, Galveston bearing N. 60 W. 180' Latitude  $27^{\circ} 52'$  Longitude  $91^{\circ} 50' W.$  we soon shoaled the water to 17, 9, 8, 7, and 6 fathoms.

No ship running for Galveston should shoal the water to the Eastward of that place under 7 fathoms, as there is a dangerous shoal lying E. N. E. 22 from the Bar having in parts only half 2 on it, and it shoals rapidly from 7 to 5, and then you are on the edge of the shoal (see track chart) keep in 8 or  $7\frac{1}{2}$  fathoms and steer W. b. S. when you will soon make out the Town. The soundings are so regular that there is no danger if the lead be kept going and at night never shoal under 7 or 8 fathoms. On Tuesday 17th January we anchored off the Bar in  $5\frac{1}{2}$  fathoms, the Town bearing N. W.  $\frac{1}{2} W.$ , this is not a safe berth, but we rode out a very strong breeze from E. S. E. which lasted 3 days, a heavy sea set in from S. E., the ship rolled prodigiously, as a current setting W. S. W. kept her broadside to the swell, yet she rode easy to her anchor with 70 fathoms of chain. On Friday Evening the 20th, finding we could have no communication with the shore, weighed and stood to sea; next day we boarded a Pilot Boat and by her sent in despatches for Captain Elliot, sending word I would stand in next day for any communication he might have, but we were delayed until Wednesday Evening by thick fogs, through which it was impossible to make out the Ship's position. On Thursday morning we got the Pilot on board and anchored the Ship in  $6\frac{3}{4}$  fathoms, Galveston Episcopal Church in the centre of the Town bearing W. b. S.  $\frac{1}{2} S.$  3' from the bar. This I consider the best berth, but ships should never be here with East or S. E. winds, as a swell sets in causing a vessel to roll in a dangerous manner; with the wind from South round by West to N. E. there is no danger. The holding ground is excellent being a stiff clay and mud, and this we found to be the case all along the Coast so far as we proved it.

Galveston Bar and Reefs completely surround the East point of the Island and the entrance to the River, they extend upwards of two miles from the point, the



deepest channel lying in an E. S. E. direction from it ; the greatest depth of water on the bar in spring tides is 13 feet, and this only with S. E. winds, which cause a considerable elevation of the water all along the shore, a Norther cuts this depth down to 9 or 10 feet, so that the Harbour is not accessible to vessels drawing more than 10 or at most 11 feet water. The chart which I have every reason to think correct, so far as it goes, will give a better idea of the bearings than any remarks of mine can do. During the whole eleven days we were on the coast the Weather was so bad and the Horizon so covered with fog or haze, that we did not obtain a single observation which could in the least be depended on so as to find the Latitude and Longitude ; but I have every reason to be satisfied with the place we have assigned it (Galveston) in the chart ; Galveston Island, and every part of the coast we saw appears not to be more than 8 or 10 feet above the level of the sea, and there is in its appearance such a sameness that it is nearly impossible to distinguish one part from another.

I am told there are three trees in the centre of the Island, the only ones in its whole extent of thirty miles ; to the Eastward of the River we saw some clumps of trees, which are marked in the chart accompanying these remarks, and they may serve to denote a ship's place when East of the Bar.

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*Remarks on the Currents in the Gulf of Mexico, by  
Commander Darley of the Electra.*

The Currents of this Great Gulf are so various in their direction and strength that in the absence of better data much of the following is mere conjecture, but by stating what we actually observed, and adding what struck us as possible causes, future observers may be led into a more correct investigation.

The 1st observation I shall make and which held good in every case which came under our notice is, that along all the shores of the Gulf, which we visited, the currents are influenced by the wind, and the stronger it blows the

faster the current runs ; I was told its rate at Vera Cruz in a Norther has been observed to be sometimes 5' an hour ; we never observed it to run more than  $3\frac{1}{2}$  an hour at that place. In the middle of the Gulf this is far from being the case, as we frequently found the current setting to windward and often nearly against a Strong Gale, as happened on the 25th November 1842. The night of the 23rd we had been set 45' S. E. and meeting a Norther stood out to sea, when we found the current had changed its direction to the N. E., although it was blowing a strong Norther at the time : standing in shore on the 26th we again had the S. E. current : from this it would appear that the Water being driven by the Force of the Gales along the Coasts on the Mexican Shore to the West, and the Yucatan Shore on the East, they meet in the lower part of the Gulf, and must find a vent somewhere, and that a reflux takes place through the centre of the Gulf ; this we found to be the case invariably and it is useful to know, for should a ship be caught in a Norther off Vera Cruz, by standing well out you are sure to have a Weather current running. In the North part of the Gulf the currents are so various as to set even conjecture at defiance, perhaps from not having been sufficiently observed. I will give some of our observations.

Sailing from Havanna to Galveston, on the 13th January, 1843, in Latitude  $24^{\circ} 0'$  N., Longitude  $85^{\circ} 44'$  W., we had a Current setting S.  $62^{\circ}$  E. 27' in 24 hours : and next day in Latitude  $24^{\circ} 36'$  N., Longitude  $87^{\circ} 13'$  W., the Current set due North  $86'$  in 24 hours : again on the 16th, Latitude  $25^{\circ} 50'$ , North, Longitude  $89^{\circ} 1'$  W. Current was S. W.  $10'$  : on the 16th Lat.  $27^{\circ} 30'$  N., Long.  $91^{\circ} 23'$  W. S.  $15^{\circ}$  E.  $20'$  ; on the 17th, Latitude  $29^{\circ} 24'$  North. Long.  $94^{\circ} 1'$  West, current N.  $34^{\circ}$  E.  $13'$ . We this day anchored off Galveston, and found the Current setting W. S. W.  $1\frac{1}{2}$  miles an hour. We found the General Rule to hold good along the Coast of Texas, the Currents are wholly governed by the Wind, but the prevailing one being from E. S. E. the Currents chiefly set to the W. S. W. the Coast line. We passed twice over the Campeachy Bank, and found no perceptible Current either time.

*Remarks on the Storms called Northers, in the Gulf of Mexico, by Commander Darley of the Electra.*

One day and some times two days previous to a Norther coming on, the Barometer falls from its usual average height, and the Thermometer rises a few degrees, weather close and oppressive; wind usually to the S. E. strong breeze; Insect Tribe particularly active. The night before the Gale a saturating Dew falls, wetting the Decks like rain, wind beginning to veer towards South Point, then S. W. some hours before the Norther comes on a dense bank of cloud appears to the Northward and N. W. a few degrees above the horizon. At Vera Cruz the high land of Delgado to the N. W. rapidly becomes capped by heavy clouds. The wind now frequently lulls, or it falls a flat calm, or it flies suddenly up to N. W. or West in a moment: then down comes the Norther, some times with fearful violence blowing a storm all at once, and bringing the sea like a wall in its train. The force and duration of these Storms are very uncertain; we experienced them as low as 7 and as high as 10 in force, and one lasted upwards of 4 days whilst another lasted only 20 hours. We observed that when the Barometer gave the longest notice the Gale was strongest, but of shorter duration. They have been very severe this season and of frequent recurrence; latterly we had two a week, but of a milder character than when they only came once a week, which was the case during December, January, and beginning of February. They usually come on at the full, change, and quarters of the Moon, or near these periods. They do not blow with the same force in the Northern part of the Gulf as they do to the Southward, nor do they appear to extend any great distance in shore. The Great Gale of the 14th and 15th Feby. did not reach Yalapa, 40 or 50 miles from Vera Cruz. Sleet and snow fell there on those days. I should say that Vera Cruz is in the Focus of the Storms. It should be observed that the range of the Mercury is small in the Gulf, yet by close observation it is a never failing guide, the fall of 1-10th of an inch is a sure prelude to a Gale. The Thermometer should likewise be strictly noted, as it, by its rising previous to a Norther is nearly a certain precursor. Frequently a

few hours before the Gale the Barometer begins to rise, and the Thermometer to fall, this is an infallible notice that the Norther is close to you ; during the progress of the Storm the Barometer keeps rising until the Gale breaks up, when we have noted its maximum height at 30 30 inches: on the contrary the Thermometer gradually falls, and we have had its minimum  $58^{\circ}$  whilst the day before it stood at  $76^{\circ}$  previous to the Gale ; the lowest we ever saw the Mercury in the Gulf was at  $29.62^{\circ}$ , and that was the day previous to the storm of the 14th Feby. 1843, and the Thermometer was at the same time  $78^{\circ}$  ; we had but one instance of the Wind backing from the East and North previous to a Gale, and it happened on the 2nd Feby. 1843. It lasted 24 hours, but did not blow with much force: it is noted in our log 7. The Barometer had fallen the day before so little as to give no suspicion of a Norther, we only noted the fall of the Mercury '004 of a mile, the direction of these Gales seldom vary from N. b. W. to N. W. b. N. ; on the Campeachy Bank, on our first passage to Vera Cruz, we had one at N. N. E. ; and on the same Bank when near the Alacranes on our passage to Jamaica we experienced another, which commenced at West but finally settled at W. N. W. ; these are the only exceptions to their usual course we met with: to strangers to the navigation of the Gulf these storms are exceedingly dangerous, as they come on so suddenly and with such great force.

## JAMAICA LIGHT, &amp;c.

## LIGHT ON MORANT POINT.

A Bright Light, revolving once every minute, is exhibited from the above Light-House.

Light House

The Tower is painted White, and is 103 feet above the level of the Sea. The centre of the Light 96 feet, and can be seen in clear weather 21 miles. Yallahs Hill bears from the Light House W.  $\frac{3}{4}$  S., North-east Point N. W.  $\frac{1}{4}$  N.—and the Morant-Keys S. S. E.  $\frac{1}{4}$  E.—33 miles distant (Magnetic.)

Lat.  $17^{\circ} 56' N.$  Long.  $76^{\circ} 11' W.$

The Light House is placed in the middle of the Point which extends about 4 miles in a North and South direction, including the reefs; it is therefore recommended that Ships do not approach nearer than three miles of the Light when to the Westward of North and South, nor to round the point nearer than two miles. Vessels working to the Eastward should never lose sight of the Light until it bears N. W. which would avoid any chance of their falling in with the dangerous Morant Cays; and Vessels bound to the Westward, after passing Port Morant by keeping the Light in sight, will avoid any chance of coming near the Shoals on the Southern Shore; as the Light is lost sight of when bearing to the Eastward of N. E. by E. Magnetic.

A WHITE BUOY with a black Vane and Staff has been placed on the 17 feet Shoal in the entrance of the South Channel approaching Port Royal, from the Southward, with the following marks and bearings:—

Buoys.

South Cay on with S. E. Cay, bearing E. by N.

Southern part of George's Cliff W. N. W. Wreck Point W. by S.  $\frac{1}{4}$  S., and the Portuguese Buoy N. E. by N. about a mile distant.

A BLACK BUOY with a Staff surmounted by a Blue Sphere four feet in Diameter, and at an elevation of twenty four feet above the Horizon, is moored on the N. E. edge of the East Middle Banks off Port Royal, to assist Vessels in making the Eastern Channel.

A Black and White Buoy is placed on the Shoal of

21 feet, which lies between Port Royal Point and the Beacon Shoal, to enable Vessels to pass on either side of the Shoal.

#### NOTICE.

The *Black Buoy* on the Beacon Shoal off Port Royal Point has been removed, and a *Black Pile* substituted in its place, surmounted with a *Black and White Skeleton Triangle* of four feet at the elevation of 18 feet, above the horizon.

It is placed in 15 feet Water, and at 20 fathoms distance from the Pile there are from 22 to 28 feet Water.

A White Buoy has been placed on the Harbour Shoal surmounted by a White Cross, at an elevation of 8 feet from the Horizon.

It is placed in 18 feet Water on the Southern part of the Shoal, and at 15 fathoms distance in every direction there are four fathoms, except to the Northward towards Fort Augusta, where the Shoal extends twenty fathoms before you have four fathoms water.

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#### LIGHT HOUSE AT THE ENTRANCE OF THE HARBOUR OF ST. THOMAS.

This Lighthouse is erected at Muhlenfeldt's Battery on the East Point of the Entrance to the Harbour of St. Thomas, in Lat.  $18^{\circ} 19' 30''$  N. and Long.  $64^{\circ} 55' 10''$  W. of Greenwich. The Elevation of the Light above the level of the Sea is ninety two Danish (or 95 English) feet; it is visible at a distance of five leagues, the eye being elevated 12 feet above the level of the Sea. The light is white, and it is easily distinguished from the lights in town or the neighbouring houses, and will be lit from one half hour after Sunset to one half hour before Sunrise.

This Lighthouse has been erected in order that Ships may with greater safety enter the Harbour in dark nights, and find the Windward, or Eastern part of the entrance, without being in danger of approaching too near the hidden rocks lying outside the Harbour to the East, called the Triangles.

To go clear W. of these Rocks, the East angle of the Lighthouse is brought to bear in a line N. by W.  $\frac{1}{2}$  W. with the S. W. corner of a Whitewashed Kitchen, lying to the North, which is the nearest the Triangles must be approached, and about one cable-length distant from them; and the more the Kitchen is covered by the Lighthouse the greater is the distance from the Triangles. The said Kitchen being only about 67 feet north of the Tower, will during night, and in clear weather, be visible from the reflection of the Lamp.

At the King's Wharf in town (west of Christian's fort) a Lamp with Red Glass towards the harbour will, at the same time, be seen W. of point Muhlenfeldt; this being free, the Ship may safely bear away for the harbour.

Prince Rupert's Rock near the middle of the Entrance to the Harbour, will always be kept whitewashed and thereby visible at night.

For further information reference is made to the Chart of the Harbour and Southside of this Island published a long time ago.

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#### SERANNILLA BANK.

Commander Barnett, of H. M. Surveying Vessel Thunder, has reported in the General Chart of the West Indies.—Sheet 3, viz.

The Serannilla Bank being placed bodily eight miles too far to the Southward its longitude is correct as also its dimensions.

In the meridian of  $80^{\circ}$ , the Latitude of the Northern edge of the Bank should be  $16^{\circ} 2'$ .

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#### SANTIAGO DE CUBA LIGHT HOUSE.

A revolving Light has been established 550 yards to the Eastward of the centre of the Channel which forms the entrance of the harbour of Santiago de Cuba. The Light is 244 feet above the level of the Sea, on a Cast Iron Tower, seventeen feet high, and the Light may be seen at the distance of twenty miles in clear weather.



## GUADALOUPE.

There is a fixed Light upon the Eastern extremity of Terre de Bas, one of the small Islets of Petite Terre, a dependence of Guadaloupe.—The Light House is in Lat.  $16^{\circ} 10' 29''$  N.—Long.  $63^{\circ} 25' 16''$  West of Paris.—The Light is 33 French Metres above the level of the ~~Sea~~ and may be seen in fine weather at the distance of ~~five~~ leagues.

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Remarks relative to a Rock off Point Salines (Island of Grenada.)

On the 7th November, 1839, at 10 A. M., in rounding Point Salines (Island of Grenada), H. M. Ship Seringapatam, at rather more than $\frac{1}{2}$ a mile distant, touched on a Rock which was not laid down in any of the Admiralty Charts supplied to the Ship; Glover Island then bearing about S. E. by E. and the houses of St. George's Town open off Point Salines. In sounding over the place afterwards, the least water that could be found was 23 feet, Point Salines bearing N. E. $\frac{1}{4}$ E., Centre of Glover Island S. E. by E. $\frac{1}{2}$ E., South extreme of Grenada E. by S. North extreme N. by E. $\frac{1}{2}$ E., a Perpendicular Cliff just inside Point Salines N. E. $\frac{1}{2}$ N. with a red tiled house at the entrance of St. John's River, to the northward of the town just open of it.

Ships draught 18 feet 4 inches Aft, and 16 feet 2 inches Forward.

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 REEF OFF THE SOUTHERN POINT OF  
 TOBAGO.

Commander Drew of H. M. Sloop Wasp, on the 22nd April, 1843, in exploring a Shoal laid down in the general Chart of the West Indies, about midway between the Islands of Tobago and Trinidad, which is stated to be an isolated bank and not to have less than six fathoms water upon it, discovered it to be a continuous Reef extending from Brown's Point on the Southern part of the

Island of Tobago, about nine or ten miles in a S. S. W. direction, with not more than 15 fathoms water on any part of it, the greater part being from five to eight fathoms, the deepest water close in with the Island. The first mentioned Shoal is an extremely dangerous one, having only from 17 to 21 feet Water upon a considerable portion of it, and it lies directly in the Track of Vessels going from Tobago to Trinidad, and also of Vessels coming from Demerara and rounding the Southern Extremity of Tobago on their voyage home. The shoalest part lies S. 20° W. from Brown's or Crown Point distant about two miles and a quarter, and S. 67° W. from Point Columbus, distant about three miles and a quarter. Upon the ebb tide there is generally a Current of three miles an hour setting about N. W. by W. probably caused by the outlet of the Water of the River Oronooko.

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#### DEMERARA LIGHT, &c.

The Light Vessel off the Demerara River bears from the Light House at the entrance of the River, N. 30° E. (true) 12 miles, and is in Latitude 6° 59' N., Longitude 58° 5' W. in 3½ fathoms low water, spring tides. Demerara Light Vessel

The Crocodile on her passage from Barbadoes to Demerara, on the 17th of October 1842, nearly grounded on a Shoal, which is not marked in the Admiralty Chart, Lat. 8° 15' N., Long. 59° 12' W. Shoal.

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#### BERBICE LIGHT VESSEL.

The Light Vessel off the Mouth of Berbice River is nearly in Latitude 6° 26' N, Longitude 57° 30' W. and bears N. N. E. by Compass, 12 miles from the Mouth of the River. At low Water neap tides the Vessel lies in 2½ fathoms.

# LIGHT HOUSES, &c.

ON THE

COAST OF NOVA SCOTIA,

BAY OF FUNDY,

AND GULF OF ST. LAWRENCE.

*From Accounts submitted by the Commissioners of the  
Provinces of Nova Scotia, New Brunswick, and  
Canada,*

## NOVA SCOTIA LIGHTS.

SAINT PAUL'S ISLAND.—2 *Light Houses*.—The North Light House is on a Rock separated from the Main Island, by a Channel Twenty six feet wide, is One hundred and thirty feet high, Octagon shape, Built of wood, Painted white: the Light is fixed.

The South Light House is on the extreme South West point of the Island, Octagon shape, Built of wood, Painted white: is a revolving Light.

The Northern Light can be seen from the Southward, on any bearing by compass except between N. by E. and E. by N. when it is obscured by the hills to the Southward of it.

The Southern Light can be seen from the Northward on any bearing except between S. S. E. and W. when it is obscured by the hills to the Northward of it.—When clear either Light can be seen six leagues.

LOW POINT.—This Light House is on the East point of the Entrance of Sydney Harbour, Cape Breton, is Eighty five feet high, Octagon shape, Built of wood, Painted red and white, vertically: is a fixed Light.

Note.—The height of the several Lights is taken from the level of the Sea.

**SCATARIE LIGHT HOUSE.**—Is on the North East extremity of the Island, is ninety feet high, Octagon shape, Built of wood, painted white : is a plain revolving Light.

The Light House should never be brought to bear Eastward of N. N. E. or S. E. by S. by compass, nor yet approached nearer than one and a half or two miles.

**LOUISBOURG.**—This Light House is erected on the site of the Cadzow Light on the East side of the entrance of the Harbour of Louisbourg in Cape Breton, in Lat.  $45^{\circ} 54' N$ , Lon.  $59^{\circ} 50' W$ est, exhibits a plain white Light, visible on the Seaward side, from Gabarous Point Westerly, to the South Eastern extremity of Cape Breton easterly, the Lantern is eighty five feet above the Sea level, is placed on a Square Building about sixty fathoms from the shore, painted White, with a perpendicular black stripe on each side, to distinguish it from other light houses in day time, and to render it conspicuous in winter, when the back land is covered with snow.

The following remarks may assist vessels bound for the Harbour. Vessels from the Eastward intending to make the harbour, should bring the Light to bear W. by N., or more northerly, before they run for it. Coming from the westward, it should bear N. by E., or as much more northerly as you please, to clear Green Island, and ledges which lie about  $\frac{3}{4}$  mile S. by W.  $\frac{1}{2}$  West from the Light. When in the entrance (which is near half a mile wide), and the Light bearing N. N. E., distance two or three hundred fathoms, steer W. N. W. half a mile to avoid 'Nags Head,' a sunken rock on the starboard hand, bearing W. by N.  $\frac{1}{2}$  N. from the Light : the N. E. arm of the Harbour is the safest anchorage. The above are compass bearings.

**CANISO.**—This Light House is on Cranberry Island, is Eighty-eight feet high, octagon shape, built of wood, painted red and white horizontally, has two fixed lights vertically, in the same tower with Argand burners. The following bearings were taken from the Gallery :—

Green Island N. N. E.,  $\frac{1}{2}$  E., 9 miles.

Cranberry Outer Ledge, E.  $\frac{3}{4}$  N.,  $4\frac{1}{2}$  miles.

Roaring Bull, S. by W.  $\frac{1}{2}$  W., 4 miles.

Cape Canso, S. W.  $\frac{1}{2}$  S.,  $2\frac{1}{2}$  miles.

Outer part, Black Ledge, W. S. W., 1 mile.

Glasgow Head, W.  $\frac{1}{2}$  N., 3 miles.

Man of War Rock, W. N. W.,  $1\frac{1}{2}$  miles.

Petit pas Head, N. W.  $\frac{1}{2}$  N., 2 miles.

Lat.  $45^{\circ} 19' 33''$  N., Long.  $60^{\circ} 58' 30''$  W.

**NORTH ENTRANCE GUT OF CANSO.**—This Light House is erected on the West side, of the North entrance of the Gut of Canso, in Lat.  $45^{\circ} 42'$  North; Long.  $61^{\circ} 27'$  West; was lighted on the 29th June 1842, and exhibits a plain fixed Light, which will be seen from the greater part of the Bay of St. George, and the shores of Cape Breton as far as Port Hood. The Building stands about One hundred and twenty yards from the shore; is painted white, and is a very conspicuous object in the day time. The lantern is elevated one hundred and fifteen feet above the sea level. There is a good anchorage under the Light, with the wind off the land.

**PICTOU.**—This Light House is on the East side of the entrance of the Harbour of Pictou, is sixty-five feet high, octagon shape, built of wood, painted red and white vertically: is a fixed Light: Lat.  $45^{\circ} 41' 5''$  N. Long.  $62^{\circ} 40' 55''$  W.

**MAUGHER'S BEACH.**—This is a Harbour Light on Sherbrooke Tower, on the extreme end of Maugher's Beach on the East side of Halifax Harbour, it is Fifty-eight feet high from the level of the sea: is a fixed light upon a circular tower painted white.—The following directions should be attended to:—

Vessels coming from the Eastward must keep Sambro' Lights open, to the southward of Chebucto Head, until the Light on Maugher's Beach bears N  $\frac{1}{2}$  W. they will then be to the westward of Thrum Cap Shoals, and may shape a course up the Harbour, always keeping the Light on the Beach open, and on the starboard bow. Vessels coming from the Westward will see this Light, when they are as far to the Eastward as Chebucto Head, by keeping it open, and on the starboard bow it will lead them up to the Beach.

**SAMBRO'.**—This Light House is One hundred and ninety-seven feet above the level of the sea; octagon shape, built of stone, covered with wood, painted white: is a fixed Light.

Lat.  $44^{\circ} 26' 17''$  N. } Variation,  
 Long.  $63^{\circ} 35' 16''$  W. } Westerly  $16^{\circ} 45'$   
 Chebucto Head, N. E.,  $4\frac{1}{2}$  miles.  
 Cape La Have, W.  $\frac{1}{2}$  S., 37 miles.  
 Liverpool Light, W. by S., 53 miles.  
 Cape Sable, W. S. W., 117 miles.  
 Three Fathom Harbour, E. N. E. 16 miles.  
 Jeddore Head, E. by N.  $\frac{1}{2}$  N., 24 miles.  
 Jeddore Outer Ledge, E.,  $25\frac{1}{2}$  miles.

**CROSS ISLAND.**—This Light House is on the S. E. extremity of Cross Island, at the entrance of Lunenburg Harbour, in Lat.  $44^{\circ} 22'$  N. Long.  $64^{\circ} 6'$  West, is distinguished from Sambro' and Liverpool Lights, by exhibiting two Lights, one Thirty feet above the other; the lower one is a fixed Light, the upper one a flash Light, darkened at intervals of one minute, and can be distinguished from the gradual motion of a revolving Light, by the quickness of its motion, or change from light to dark; the building is painted red to distinguish it in the day time from Sambro' and Liverpool Lights, which are painted white, and as a farther mark of distinction, Cross Island is a low Island near a mile in extent, and thickly covered with trees, whereas Sambro' is a high bluff rock, without trees of any description.

**LIVERPOOL.**—This Light House is on the South end of Coffin's Island entrance of Liverpool Harbour, is Ninety feet high, octagon shape, built of wood, painted red and white horizontally: is a plain revolving Light.—From it the Bearings are,

Liverpool Western Head, S. W.,  $2\frac{1}{2}$  miles.  
 Isle Hope, S. W.  $\frac{1}{2}$  S., 14 miles.  
 Cape La Have, E. N. E.  $\frac{1}{2}$  E., 16 miles.  
 Pudding Pan Isle, E. by N.  $\frac{1}{2}$  N.,  $3\frac{1}{2}$  miles.  
 Liverpool Fort Point, W. N. W.,  $3\frac{1}{2}$  miles.  
 Lat.  $44^{\circ} 1' 52''$  N. } Variation  
 Long.  $64^{\circ} 40' 49''$  W. }  $14^{\circ} 43'$  West.

SHELburne.—This Light House is on McNatt's Island, at the entrance of Shelburne Harbour, octagon shape, built of stone, covered with wood, painted black and white vertically: has two fixed Lights vertically, the upper Light One hundred and fifty feet above the level of the sea; the lower Light Thirty-six feet below the upper Light. The following Bearings are taken from the Gallery:—

Berry Point, N. E.  $\frac{1}{2}$  N.,  $2\frac{1}{2}$  miles; South end of the Westernmost Ragged Island, E.  $\frac{1}{2}$  N.,  $10\frac{1}{2}$  miles.  
S. W. Breakers off Ragged Islands, E. S. E.  $\frac{1}{2}$  E., 8 miles.

Cape Negro, S. W.  $\frac{1}{2}$  S., 9 miles.

Jigg Rock, S. S. W.  $\frac{1}{2}$  W.,  $1\frac{3}{4}$  miles.

Lat.  $43^{\circ} 37' 31''$ , N. } Variation,  
Long.  $65^{\circ} 18' 40''$ -5. W. }  $13^{\circ} 41'$  West.

CAPE SABLE SEAL ISLAND LIGHT, Lat.  $43^{\circ} 25'$  N. Lon.  $66^{\circ} 1'$  W. Variation,  $14^{\circ} 28'$  W.—The first Light on approaching the Bay of Fundy is on the South Point of the Seal Island. This is a plain white fixed Light—elevated about 110 feet above high water mark, and may be seen on approaching the Island from any point of the compass. A very dangerous Rock, under water, but upon which the sea always breaks, called *Blonde Rock*, lies S  $\frac{3}{4}$  W. 3 miles by compass, from the Light House. Between this Rock and the Island there are some dangers—the ground is rocky throughout, and large vessels, therefore, ought not to attempt passing between them.

YARMOUTH.—This Light House is erected on Cape Fourchu, on the West side of the entrance of Yarmouth Harbour, in Lat.  $43^{\circ} 50'$  N., Long.  $66^{\circ} 8'$  W., is One hundred and forty-five feet high, built of wood, painted red and white vertically: is a plain revolving Light, visible one minute and a quarter, and invisible half a minute. Observations as to the Bearings of this Light:—

Extreme Point of West Cape, W. N. W.,  $\frac{3}{4}$  mile.

Green Island, S. by W., 6 miles.

Gannett Rock, S. by W.  $\frac{1}{4}$  W.

Gannett Rock Ledge, S. by W.  $\frac{1}{2}$  W.



Jeboque Point, S. by E., 4 miles.  
 Cat Rock, (part of East Cape,) S. about  $\frac{1}{4}$  mile.  
 Extensive Shoals, Southerly, 2 and 3 miles.  
 Entering the Harbour keep west shore aboard.

**BRIER ISLAND.**—This Light House stands in the Bay of Fundy, at the entrance of St. Mary's Bay, is Ninety-two feet high, octagon shape, painted white: is a fixed Light. Bearings thence—

Gannett, South, 39 miles.  
 South East Ledge of Manan, N. W. by W., 21 miles.  
 Trinity Ledge, South, 14 miles.  
 Wolves, N.  $\frac{1}{4}$  W., 45 miles.  
 Point de Preau, N. by E., 47 miles.  
 St. John, N. N. E.  $\frac{1}{4}$  E., 61 miles.  
 N. W. Ledge, North, 6 miles.  
 Lat.  $44^{\circ} 13' 51''$  N. Long.  $66^{\circ} 26' 54''$  W.

Digby Cut Light House—Stands on the West side of the Gut or Entrance of the Basin of Annapolis; is of a square shape, painted red and white vertically, and is 76 feet above the level of the Sea. Is a fixed white Light.

### BEACONS ON THE COAST.

*Hope Island.*—[Between Liverpool and Shelburne.]  
 —There is a Beacon on this Island, of wood, thirty feet high, octagon shape, painted white with a black top.

*Devil's Island.*—[Eastern side of the Entrance of Halifax Harbour.]—There is a Beacon on this Island, of wood, fifty feet high, painted white.

*Wedge Island.*—[At the entrance of St. Mary's River, to the Eastward of Halifax.]—There is a Beacon on this Island, One hundred and forty feet high, of wood, covered at the top, and painted white.

## NEW-BRUNSWICK AND BAY OF FUNDY.

**GANNET ROCK LIGHT**, Lat.  $44^{\circ} 30'$  N. Long.  $66^{\circ} 47'$  W. Var.  $14^{\circ} 7'$  W.—This Light bears from the Light on Brier Island, N. W.  $\frac{1}{2}$  W. 21 miles. It is intended to warn vessels of their approach to a very dangerous range of shoals and ledges, which extend from the Old Proprietor to the Seal Islands off Machias, a distance of about 20 miles.

### *Bearings from the Gannet Rock Light House—*

To the Old Proprietor, which dries at  $\frac{3}{4}$  ebb, (very dangerous,) E. by N.  $\frac{1}{4}$  N., 7 miles.

“ Black Rock, (always above water 25 feet,) off White Head, N. E.  $\frac{1}{4}$  E.

“ South West Head of Grand Manan, N. W.  $\frac{1}{2}$  N.

“ Northernmost of the Murr Ledges, (dry at  $\frac{3}{4}$  ebb.) N. W. by W  $\frac{1}{4}$  W.

“ Southernmost of ditto, called Saint Mary's Ledge, (always out of water,) S. W. by W.  $\frac{1}{4}$  W.

“ Machias Seal Island Lights, (distant fourteen miles.) N.  $75^{\circ} 53'$ , W., true.

*Note.*—Between the Northernmost and Southernmost of the Murr Ledges, there is a range of dangerous rocks and shoals, many of them always above water, and which extend Westward from the Light House about four miles; from this range, farther Westerly, about eight miles, lies a dangerous breaker, called the Roaring Bull. This may be avoided by keeping three remarkable headlands near the S. W. end of Grand Manan, open. The red glass having been removed from the Lantern, there is now a flash light—white—twenty seconds dark and forty light in each minute. The Light House is painted in stripes, vertical, black and white. It is about 90 feet above the level of the Sea.

**MACHIAS SEAL ISLANDS LIGHTS**, Lat  $44^{\circ} 30'$  N. Lon.  $67^{\circ} 5'$  W.—There are two fixed white Lights upon the Machias Seal Islands, elevated about 60 feet above

high water, and bear from each other E. S. E. and W. N. W. distant about 200 feet, by which circumstance of two Light Houses at the same station, they will be immediately distinguished from all other Lights upon the Coast, (British or American.)—Both the buildings are painted white. The following are the bearings from them, viz.:

To the Southernmost Murr Ledge, (St. Mary's.)

E. S. E. easterly.

" Gannet Rock Light, E. by S.  $\frac{1}{4}$  S., 14 miles.

" Southern Head of Grand Manan, E. by N.  $\frac{1}{4}$  N.

" Southern Head of Grand Manan, N. E.  $\frac{1}{4}$  N.

" N. E. Rock, distant 2 miles, N. E. by N.

" Little River Head, N. by W.

" Libby Island Light House, (American), N. W. by W.

Vessels standing in to the Northward, between these Lights and the Gannet Rock, should tack or haul off the moment they bring these Lights into one, as they will then not be more than three-fourths of a mile from the Murr Ledges, if more than five miles to the east of the Lights.

HEAD HARBOUR LIGHT, Lat.  $44^{\circ} 57' 55''$ , Long.  $66^{\circ} 54' 16''$ .—Next in order after passing Grand Manan and the plain white Light (American), on West Quoddy Point, is Head Harbour Light. This is placed on the North East extremity of Campo Bello, and is a guide to Vessels entering the main Channel to West Isles, Moose Island, and the inner Bay of Passamaquoddy:—it enables vessels also at all times to enter Head Harbour.—It is a fixed white Light. The building is painted white, with a red cross on it. The Light is 72 feet high.

POINT LEPREAU LIGHTS.—Upon this projecting head land two Lights are placed, one above the other in the same House, and distant twenty-eight feet.—Both Lights can be seen from every point of the Compass, where they may be useful—both are fixed and white. The Light House is painted red and white, in stripes of five feet broad each, horizontally.

PARTRIDGE ISLAND LIGHT, Lat.  $45^{\circ} 13'$ , Long.  $66^{\circ} 3'$ .

Var.  $18^{\circ}$  W.—This Light, at the entrance of the River and Harbour of Saint John, having been established about fifty years, requires no particular notice, further than it is a fixed white Light, and that the Light House is painted red and white, in vertical stripes.

BEACON LIGHT.—Within Partridge Island, and upon a Spit or Bar, which extends about half a mile S. S. E. off Sand Point, and which dries at two-thirds ebb, stands the Beacon Tower. Upon this Tower a Light is established, which is eminently useful to the Coasting Trade of Saint John, and to all other Vessels having Pilots on board, as it enables them to enter the Harbour at all hours of the night.—A fixed white Light.—The house is painted white and black, in stripes, vertically.

QUACO LIGHT.—A revolving white Light is placed on a small rock, off Quaco Head, showing twice full and twice dark in a minute. This Light can be seen from any quarter where a vessel can approach.—The Light House is painted white and red, in horizontal stripes, Lat.  $45^{\circ} 19' 55''$  N. Long.  $65^{\circ} 31' 9''$  W.

QUACO LEDGE.—At Low Water Spring Tides the highest rock is 12 or 14 feet above Water, and as much under the surface at high Water. In light winds and smooth water it is not visible, and is therefore very dangerous.

150 fathoms E. and W. } Lat.  $45^{\circ} 15' 2''$  N.  
50 " N. and S. } Long.  $65^{\circ} 23' 25''$  W.

ISLE HAUTE—the centre.

Lat.  $45^{\circ} 15' 6''$  N. Long.  $65^{\circ} 0' 6''$  W.

Both the Ledge and Isle Haute are, in the Admiralty Charts, erroneously placed in Latitude 4 Nautical Miles or more, and the positions above given are determined by several Observations at the Lighthouse and on the Ledge of Quaco.

CAPE ENRAGE LIGHT.—On the point of that name, in Westmoreland, nearly opposite Apple River Harbour, (N. S.) The House is 138 feet above the tide mark, and is painted white.—A plain white Light, Lat.  $45^{\circ} 36' 25''$  N. Long.  $64^{\circ} 46' 6''$  W.

## NEWFOUNDLAND.

## LIGHT HOUSE AT BONA VISTA.

This Light is lit from Sunset to Sunrise, and revolves at regulated intervals of two minutes, exhibiting alternately a Red and a White Light at an elevation of 150 feet above the Level of the Sea.

## GULF OF ST. LAWRENCE.

Rocky Bank off Cape Bear discovered by Captain Bayfield.

"The least water is 4 fathoms, over large Rocks, and  
 "it would therefore be dangerous to a Ship of the Line,  
 "or a Large Frigate, when there is any Sea running."  
 "The shoalest part of the Bank is very small, and bears  
 "East true or S. 69° E. Magnetic, distance  $7\frac{1}{2}$  miles  
 "from Murray Head, at the N. E. extremity of Cape  
 "Bear. The whole extent of this Bank, considering it  
 "to be bound round by the Depth of 10 fathoms, is  
 "about 2 miles East and West, by one mile North and  
 "South. The Soundings on the Bank are of irregular  
 "depth, from 5 to 8 fathoms."

## LIGHTS AND BUOYS IN RIVER ST. LAWRENCE.

A *Revolving Light* will be shown from the Tower erected on South Pillar during the Season of the Navigation.

This Light will revolve at regulated intervals of one Minute and a half.

Two *New Buoys* have been placed in the River "St. Lawrence to mark the Channel, between Beaujeu's Bank and Crane Island, viz :

"A White Buoy on the Shoal off the South side of  
 "Crane Island in  $3\frac{1}{2}$  fathoms low Water, Spring Tides ;  
 "Mr. McPherson's house bearing North  $\frac{1}{2}$  East, distant

"  $\frac{1}{2}$  of a Mile, and the South Side of Crane Island bearing W. S. W.: this Buoy bears East half South from the Black Buoy on the S. W. end of Beaujeu's bank."

" Another White Buoy on the South Edge of Goose Island Shoal, in 4 fathoms low water, spring Tides, about 2 miles below Mr. McPherson's house,—Onion Island bearing North West, and the South side of Crane Island bearing S. W. by W.  $\frac{1}{4}$  W." whereby a clear Channel will be left, of nearly a quarter of a Mile, between the Black Buoy and the above White Buoys, carrying  $4\frac{1}{2}$  fathoms, and which will allow Ships at dead low water, spring Tides, to pass up or down without having occasion to anchor to wait for Water over the flats to the Southward of Beaujeu's Bank.

A Light House having been erected on the West End of the Island of Biquet, in the River St. Lawrence, a revolving Light of the first Class will be shown every night from Sunset to Sunrise from the 15th April to the 15th December in each year.

The Tower is seventy feet high, and the Light stands One hundred and thirty feet above the level of the Sea, the North West Shoal bearing from it due West a mile and a half.

This Light will revolve at regulated Intervals of two minutes.

A Nine Pounder Gun is placed near the Light House, and will be fired every hour during Foggy weather and Snow Storms.

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## APPENDIX.

(No. 1.)

*By the Commissioners for executing the Office of Lord  
High Admiral of the United Kingdom of Great  
Britain and Ireland, &c. &c. &c.*

Whereas we have received information that under color of Hostilities subsisting between His Catholic Majesty and certain Provinces or parts of Provinces in Spanish America, divers armed Ships or Vessels, not belonging to, and fitted out and set forth in, the Dominions of His Catholic Majesty, or the said Provinces or parts of Provinces, but having, or pretending to have Commissions of War or Letters of Marque from His Catholic Majesty, or persons assuming to exercise the powers of Government in the said Provinces or parts of Provinces in Spanish America, have committed divers piratical acts and outrages, against the Vessels and Goods of His Majesty's subjects; you are hereby required and authorized to issue Instructions to the Commanders of the Ships and Vessels under your orders on credible information of any piratical act or outrage committed on the High Seas, on any British Ship or Goods, by any such armed Ship or Vessel, as aforesaid, to seize and detain such armed Ship or Vessel, and send her, together with her Master and Crew in safe custody to England, or to some Port in His Majesty's Colonies, where a Court is established for the trial of offences committed on the High Seas, together with such witnesses as may be necessary to prove the Act so charged to have been committed by such Ship or Vessel, in order that the Master and Crew who may have committed any such piratical act or outrage, may be dealt with according to law.

Given under our hands the 8th day of June, 1818.

(Signed by their Lordships.)



(No. 2.)  
A WEEKLY RETURN of the Sick and Wounded on board of H. M. S.  
between the \_\_\_\_\_ and the \_\_\_\_\_

| Diseases                  | Remains by<br>last Return | During this period. |                          |                         |      |           |                       |                                 | Remarks.            |
|---------------------------|---------------------------|---------------------|--------------------------|-------------------------|------|-----------|-----------------------|---------------------------------|---------------------|
|                           |                           | Put on the<br>List  | Discharged<br>to<br>Duty | Sent to the<br>Hospital | Died | Invalided | Objects for<br>Survey | Numbers<br>on the Sick<br>List. | Confined to<br>Bed. |
| Intermittent } Quotidiana |                           |                     |                          |                         |      |           |                       |                                 |                     |
| Fevers } Tertiana         |                           |                     |                          |                         |      |           |                       |                                 |                     |
| Continued } Synocha       |                           |                     |                          |                         |      |           |                       |                                 |                     |
| Fevers } Typhus           |                           |                     |                          |                         |      |           |                       |                                 |                     |
| Catarrhs                  |                           |                     |                          |                         |      |           |                       |                                 |                     |
| Pneumonia                 |                           |                     |                          |                         |      |           |                       |                                 |                     |
| Phthisis Pulmonalis       |                           |                     |                          |                         |      |           |                       |                                 |                     |
| Dysentery                 |                           |                     |                          |                         |      |           |                       |                                 |                     |
| Rheumatism                |                           |                     |                          |                         |      |           |                       |                                 |                     |
| Venereal Disease          |                           |                     |                          |                         |      |           |                       |                                 |                     |
| Scurvy                    |                           |                     |                          |                         |      |           |                       |                                 |                     |
| Ulcers                    |                           |                     |                          |                         |      |           |                       |                                 |                     |
| Wounds and Accidents      |                           |                     |                          |                         |      |           |                       |                                 |                     |
| Other Complaints          |                           |                     |                          |                         |      |           |                       |                                 |                     |
| Total . . . . .           |                           |                     |                          |                         |      |           |                       |                                 |                     |

SURGEON.

(No. 3.)

## ON DETACHED SERVICE.

Returns required from Ships on Detached Service, (as opportunities offer for sending them), or on rejoining the Flag. The Senior Officers of the respective Divisions of the Station, are strictly to observe that these Returns are never omitted by any of the Cruizers under their immediate orders; and on any of the Cruizers parting company they are to leave with the Senior Officer, their "State and Condition," and copy of Log, and any other of the undermentioned Returns necessary for my information, to be forwarded to me as above:

A general Letter of proceedings, which is to contain—  
The extent to which orders have been executed at the period of communicating any intelligence or useful information obtained.

Log of proceedings. To include Harbour as well as Sea Log.

State and Condition.—Inserting Gunnery Establishment.  
—The Commanding Officers of Steam Vessels will particularly note the quantity of Coals their Vessels stow, their remains, and the daily expense.

List of Vessels boarded.

Return of Foreign Vessels boarded, See Appendix—Nos. 9 and 12.

Vouchers for Purchases (if any have been made).

Return of Specie.

Statement of Defects.

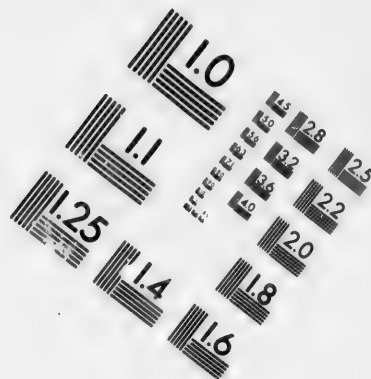
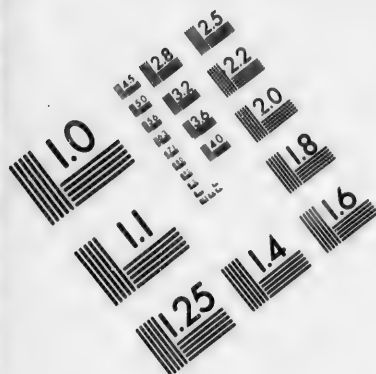
Demands for Stores.

List of Passengers.

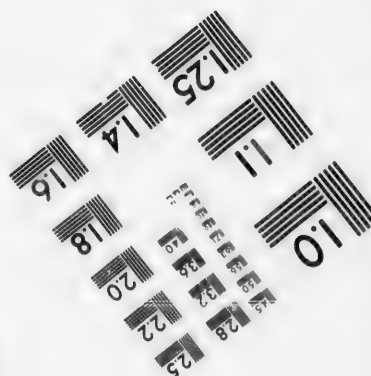
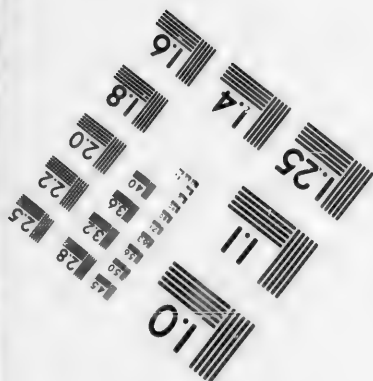
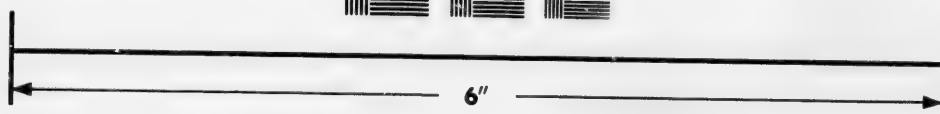
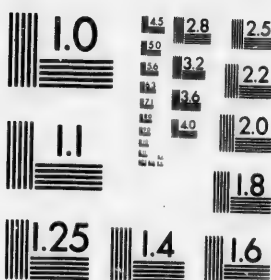
Remarks during the Cruise according to Form No. 5, with a Tract Chart.

Number, description, and distribution, of Foreign Vessels of War—as per *Appendix No. 7.*





# IMAGE EVALUATION TEST TARGET (MT-3)



Photographic  
Sciences  
Corporation

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503



1  
2  
3  
4  
5

(No. 5.)

H. M. Ship  
at  
of 18 } REPORT of Passages from Port to Port  
between the and the 18

| Time<br>of<br>Sailing. | From | To | Time<br>of<br>Arrival. | No. of<br>Days of<br>Passage. | Days of<br>Extra<br>Service. | Remarks. |
|------------------------|------|----|------------------------|-------------------------------|------------------------------|----------|
|                        |      |    |                        |                               |                              |          |

Captain.

### PERIODICAL RETURNS, No. 6.

#### *Daily.*

When refitting.—Daily Progress, in Form at No. 9.

*Note.*—The term “*as necessary*” is never to be made use of, but the employment of the Artificers and Crew respectively, is to be particularized.

#### *Weekly.*

Saturdays.—State and condition, reporting therein “when Vessel’s bottom was last cleaned,” and when Ship was commissioned. This Return is also to be sent to me the last thing before parting Company with my Flag.

#### *Quarterly.*

1st January,—1st April,—1st July,—1st October.

- 1.—Periodical Sheets of Officers &c.
- 2.—Warrants for Punishments,—and Return of Stoppages of Grog as a Punishment.
- 3.—Return if Vessel has touched the Ground.
- 4.—Progress in Gunnery Exercise.
- 5.—Report of all Foreign Vessels boarded suspected of being engaged in the Slave Trade.



- 6.—Return of Bread Rooms, according to Form No. 12.  
 7.—Return of Men and Boys who have completed 5 years continuous Service.

*Half-Yearly.*

1st January,—1st July.

- 1.—Survey on Chain Cables—including Report on Porter's Anchors,
- 2.—Return of Treasure conveyed.
- 3.—Report on Stores in the Tiers of small Vessels.
- 4.—Do. of articles on board, on trial.
- 5.—Master's Record of Variation of the Compass: see Form No. 4.

*Yearly.*

1st January.

- 1.—Return of Sailing Qualities.
- 2.—Master's Remark Book.

(No. 7.)

H. M. Ship  
day of

} A RETURN of the Number, Description, and Distribution, of Foreign Vessels of War fallen in with between the

| Names. | No. of |       | Captain. | Of what Nation. | When and Where fallen in with. | Remarks. |
|--------|--------|-------|----------|-----------------|--------------------------------|----------|
|        | Men.   | Guns. |          |                 |                                |          |
|        |        |       |          |                 |                                |          |
|        |        |       |          |                 |                                |          |
|        |        |       |          |                 |                                |          |

n Por-

3. **see**

descrip-  
vessels

marks.

£ in (Coins)

**Witness.**

**£** **in (Coins)**

**Witness.**

£ in (Coins)

**£** **in (Coins)**

### Paymaster & Purser.

(No. 9.)

A DAILY REPORT of the Progress made in Refitting H. M. S.

| When<br>began<br>Refitting. | Extra Men employed<br>on Board.                                 |                           | How Employed.             |                                    |                                  | Probable time of<br>her being.              |                           | If the<br>time is<br>prolonged<br>the rea-<br>son to be<br>particu-<br>larly sta-<br>ted. |
|-----------------------------|-----------------------------------------------------------------|---------------------------|---------------------------|------------------------------------|----------------------------------|---------------------------------------------|---------------------------|-------------------------------------------------------------------------------------------|
|                             | No. and Classes of<br>Respective Artificers<br>to be expressed. |                           | Belonging to the<br>Ship. | Artificers<br>from other<br>Ships. | Artificers<br>from Dock<br>Yard. | Out of the<br>hands of<br>the Dock<br>Yard. | Ready<br>to go to<br>Sea. |                                                                                           |
|                             | From<br>other<br>Ships.                                         | From the<br>Dock<br>Yard. |                           |                                    |                                  |                                             |                           |                                                                                           |
|                             |                                                                 |                           |                           |                                    |                                  |                                             |                           |                                                                                           |
|                             |                                                                 |                           |                           |                                    |                                  |                                             |                           |                                                                                           |
|                             |                                                                 |                           |                           |                                    |                                  |                                             |                           |                                                                                           |
|                             |                                                                 |                           |                           |                                    |                                  |                                             |                           |                                                                                           |

Captain.

day of  
18

**A RETURN of Vessels engaged in the Slave-Trade, searched and detained by H. M. S. Captain, between the                      and the**

|  |                                               |
|--|-----------------------------------------------|
|  | Name of Prize.                                |
|  | Under what colors.                            |
|  | How Rigged.                                   |
|  | Men.                                          |
|  | Guns.                                         |
|  | Tons.                                         |
|  | No. of Slaves on board.                       |
|  | When and where taken, if at Sea Lat. and Lon. |
|  | Whence.                                       |
|  | Whither bound.                                |
|  | No. of days out.                              |
|  | Remarks.                                      |
|  | Agent to Captors.                             |

*Note.*—Remarks to be carefully filled up, as to state of Vessels at time of detention, number of deaths, &c.

**Captain.**

(No. 11.)

Her Majesty's C

RETURN of Working Petty Officers and Seamen who have passed for higher Ratings.

| No. on Ship's Books. | Names. | Quality. | For what Rank or Rating passed | If Seamen Gunner for what Class Certificate received. | Remarks particularly as to servitude and conduct. |
|----------------------|--------|----------|--------------------------------|-------------------------------------------------------|---------------------------------------------------|
|                      |        |          |                                |                                                       |                                                   |

**Captain.**

## (No. 12.)

H. M. S.

RETURN of the Number of times the Bread Room has been cleared out, cleaned and Whitewashed for the Quarter ending the

| Dates. | Where. | Remains of Bread before Survey. | Here state the reason, in case of being unable to comply with the standing order on this subject. | Remarks. |
|--------|--------|---------------------------------|---------------------------------------------------------------------------------------------------|----------|
|        |        |                                 |                                                                                                   |          |

Captain.

## (No. 13.)

H.M.S.

RETURN of Foreign Vessels boarded, suspected of being engaged in the Slave Trade, for the Quarter ending the

| Dates. | Where. | Name. | Under what Colors | Description | Where bound, &c. if it can be ascertained. | Cause of suspecting vessel to be engaged in the Slave Trade. | Remarks. |
|--------|--------|-------|-------------------|-------------|--------------------------------------------|--------------------------------------------------------------|----------|
|        |        |       |                   |             |                                            |                                                              |          |

Captain.

(No. 14.)

# RETURNS, REPORTS, &c., ON ARRIVAL ON THE STATION.

A Description and Weight of Anchors and Cables, and Dimensions of Masts, Yards, Sails, and Boats.

Report up to what time Charts have been corrected, and if any have been recently supplied, which are known not to be on the Station; a list of them. Lists of Warrants and papers authorising the suppression of the Slave Trade, supplied with.

Number and description of *Tradesmen and* Artificers serving on board.

Working Petty Officers and Seamen who have passed for higher Ranks and Ratings.

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*Note.*—Any alteration in either of the two last is to be reported with Quarterly Returns.